

Ferrari Signs Up Hill

See Page 5



Vol. 3—No. 6

(Published Bi-weekly)
except last issue of calendar year

Los Angeles, Calif.

15c

©

Jan. 10-17, 1958

RACE LOSSES BRING SCCA AND CAL CLUB TOGETHER; '58 PEACE LOOMS

See Page 1



—MOTOR RACING PHOTOS

BEFORE AND AFTER—Chatting amiably in the pits before the recent Nassau races in The Bahamas are, in left panel, Phil Hill, Joakim Bonnier and Masten Gregory. The rigors and strain of racing are clearly written on

Hill's face in photo at right. Tense and nervous, he stands by during a pit stop. Driving a 4.1 Ferrari, Phil took 3rd in 250-mile Nassau Trophy Race behind Stirling Moss and Carroll Shelby. Bonnier was 4th.

Gurney Pilot for Edgar

See Page 8

Star-Studded Field Due for Guadalajara (Mexico) Races Feb. 8-9

Next stop for a number of top U. S. sports car drivers is Guadalajara, in the State of Jalisco, Mexico, about 1050 miles from Nogales and 1600 from Los Angeles.

The dates are Feb. 8-9 over a fabulous 3.5-mile up-and-down course with 25 curves, in the Lomas del Valle residential development several miles from the center of Guadalajara. Main event is a 100-miler on Sunday.

The meet is invitational and there will be starting monies.

Among those expected to hop the bandwagon are John von Neuman, 2.5 Ferrari; Dan Gurney, 4.9 Ferrari; Richie Ginther, 2.0 Ferrari; Ricardo Rodriguez, Ed Crawford, J. P. Kunstle, Sam Weiss, Jack McAfee, Joe Playan, Johnny Porter, Denise McCluggage, Ruth Levy, all Porsche Spyders; Bob Oker and Bob Drake, Aston-Martins; Max Balchow-

sky, Buick Spl.; Frank Monise and Ignazio Lozano, Lotuses; Dr. Karl Brigandi, Abarth Spl.; Harry Morrow and Jean Geslin, Formula III.

The program is being staged by the Auto Club Velocidad de Guadalajara A. C. in conjunction with a big civic fair on at the time. U. S. representatives for the sponsors are John E. Malone, 4015 Benedict Canyon Dr., Sherman Oaks, Calif., State 4-3731, and George Cary Jr. The former should be contacted for entry blanks and additional information.

Several bargain package tours under the direction of Orozco International Travel (122 So. Broadway, L. A. 12, MADison 6-2291) have been arranged for the large number of fans and drivers due to make the trip to the colorful Jalisco city.

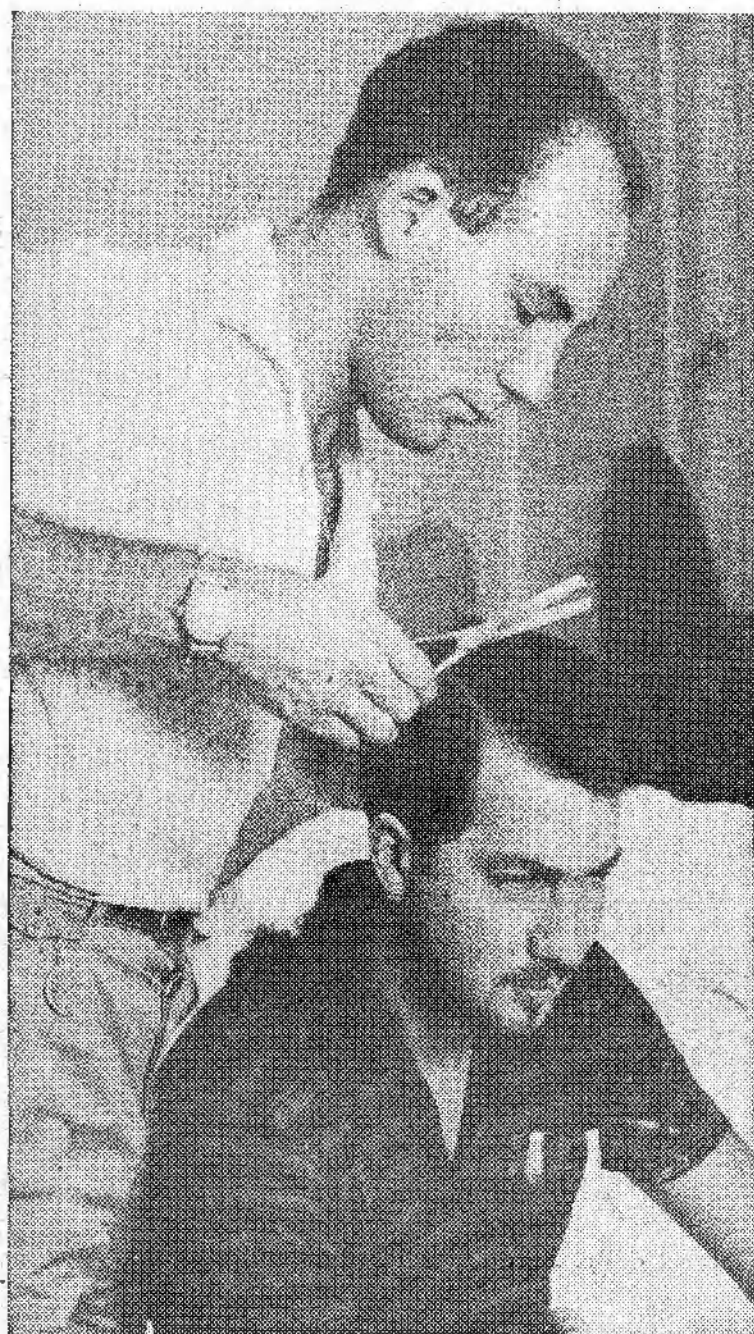
Tour No. 1 (\$125) includes roundtrip from Tijuana via Aeronaes DC-6 with free bus service from San Diego, taxi from airport to Guadalajara, three

nights (Fri., Sat., Sun.) at Hotel Fenix, tickets for both days' racing, charro rodeo and cockfights, cocktail parties, admission to private bullfights, visit to Tequila factory (hic!) and Victory dinner-dance on Sunday, Feb. 9, at the Fairgrounds Pavillon for trophy presentation.

Tour No. 2 (\$141) is the same, except that it leaves Los Angeles at 9 a. m., with a 3 1/2-hour lay-over in Tijuana.

Tour No. 3 (\$154) is the same, except that it leaves Los Angeles at 2 p. m., arriving at Tijuana at 3 and departing for Guadalajara at 3:30 after customs inspection. (Most departures will be Monday afternoon with arrival in L.A. that afternoon.)

Entry fee for the races is \$16. There will be three 16 1/2-mile races on Saturday after practice by classes, and three races, topped by the 100-miler, are set for Sunday.



—Tom Burnside

STRONG FEELING of comradeship exists among rival sports car drivers. Here, during a recent race interval, one roommate helps another. Stirling Moss, of England, the world's No. 2 driver, saves a few kronor for Joakim Bonnier, the Swedish pilot, by giving him a haircut.

Shelby Tops Entries for Orange Bowl National Racing Meet at Miami

MIAMI, Jan. 7.—First National championship SCCA race of the year—the Orange Bowl—will be staged here at Master Field Jan. 11-12, with a top entry headed by one of the leading drivers in the U. S., Carroll Shelby, of Dallas, in a 4.5 Maserati. It is reported he will be driving for Temple Buell, of Denver.

The feature race for the big modifieds around the 4-mile course is a 20-lapper on Sunday.

Other top entries include Ed Crawford, D-Jaguar; Pete Lovely, Ferrari; Charlie Wallace, Porsche RS; John Fitch, Maserati; Bob Said, Ferrari; Jan de Vroom, Ferrari.

According to Lew Rappaport and Dr. Harry Fry, race chairmen, other drivers also in the fold include Walt Hansen, D-Jaguar; Jim Kimberly, Maserati; Ernie Erickson, Porsche Spyder; John Cuevas, Porsche RS; Peter Templar, Jaguar XKSS; Joe Sheppard, Maserati; Briggs Cunningham, D-Jaguar; Jim Hall,

Lotus; George Arents, Ferrari; J. E. Rose, Maserati; Robert Holbert, Porsche RS, and Rees Makins, Corvette.

This is the first National SCCA race in which rolls bars will be mandatory on all cars except production coupes. Flame-proof clothing extending to waists and ankles for all drivers is also mandatory.

Two races are carded for Saturday and six for Sunday.

The airfield course has 12 turns, and the longest straight is 4200 feet.

Stirling Moss, of England, the world's No. 2 driver, will be on hand—as a spectator.

Florida Region of SCCA and the Miami Sports Car Club are staging the meet.



Vol. 3—No. 6

(Published Bi-weekly) 44

15c

Jan. 10-17, 1958

SCCA Gets Nod At Laguna Seca

MONTEREY, Calif., Jan. 7 — Sports Car Racing Assn. of Monterey Peninsula, has signed a four-year agreement with S. F. Region of SCCA for two races a year, thus precluding the Cal Club from moving into the new Laguna Seca course (Pebble Beach).

SCCA was designated official sanctioning body for all races, Lou Gold, SCRAMP president announced.

"The new S. F. regional executive of the SCCA, Clark McCartney, declared that organization's intention of working along with us, to make Laguna Seca the best — not one of the best — courses in America," Gold reported.

Work starts soon to improve safety, parking, access roads, and other spectator facilities.

Originally planned for April, regional road races will be held June 14-15. At SCRAMP's request, the SCCA will formally invite the California Sports Car Club to compete.

(Editor's Note—As usual, Cal Club members are invited if they conform with SCCA safety reg. (Continued on Page 4, Col. 3)

Simca Names So. Cal. And Arizona Reps

Willy Witkin, president of Simca Auto Sales, Inc., announces the appointment of Ernie Reed and Dave Howard as franchise representatives for the So. Calif and Arizona area. Reed leaves a similar position, with Borgward. Howard was field representative in the Central U. S. for Mack Truck Co.

SCCA Installs '58 Officers

Annual dinner-dance of the L. A. Region of SCCA, featuring installation of 1958 officers and awards presentation, will be held Friday, Jan. 10, at the Banquet House, 27 W. Huntington Dr., Arcadia.

Cocktails, 6:30; dinner, 7:30. Dancing to music of Don Ricardo and his orchestra.

New officers: Lindley Bothwell (re-elected), regional exec.; Bill Kiner, vice-pres.; Vi Jones, sec'y; Dr. Ross Thompson (re-elected), treas.; Duane Alan, activities chm.; Sam Caldwell, Slim Larned, Charles Tillitson and James Van Trees, bd. of dir.

'Harmony' Goal of SCCA and Cal Club

While the San Francisco Region of SCCA has announced its 1958 racing schedule, only one date for each of the Los Angeles Region and the California Sports Car Club have been made public.

The CSCC date is Feb. 8-9 at Pomona, and the SCCA event, a regional meet, is at Palm Springs April 12-13.

It has been known that the Cal Club and the local region of SCCA have been reluctant to announce any dates because of fears that one would attempt to move in on the other's proposed racing site or schedule events too close to each other.

COOPERATION?

But the dwindling gates and financial losses for the last CSCC races at Pomona and Paramount, and SCCA meets at San Diego, Palm Springs and Riverside last Monday night brought together officers of both groups "to try and work out something that makes sense."

They said a joint effort would be made to reduce the number

of races to avoid crowding of schedules and to create inter-club harmony during 1958! The meeting also produced the feeling that they would try for a united front and possibly build inter-club competition.

This came as a startling surprise to followers of So. Calif road racing, in view of the bitter, cut-throat rivalry that has existed for some years between the Cal Club and L. A. Region of the SCCA.

Remainder of definite dates for both groups should be known by the early part of next month, when 1958 officers will have been installed.

TYING IN

The SCCA previously had announced two other definite dates. (Continued on Page 11, Cols. 1-2)

MOTORACING INCREASES RALLYE COVERAGE

Because of the mounting wide interest in rallying, MOTORACING henceforth will devote more and more space and coverage to this phase of the sport.

Added new written and

pictorial coverage starts in this issue on Pages 6 and 7.

Club secretaries and publicity chairmen are requested to send in rallye news to MOTORACING, 725 N. Western Ave., Los Angeles 29.

GET IN THE BIG SHOW OF 1958 . . .
SUBSCRIBE TO MOTORACING TODAY!

1 year \$3—3 years \$8

Air Mail \$6
1 Year for U.S.,
Hawaii, Canada,
Mexico.

Name

Street

City Zone.....

State

CLIP THIS COUPON
Attach remittance and Mail to
MOTORACING

725 N. Western Ave., Los Angeles 29, Calif.
(Suite 14)

☐ New Subscription ☐ Renewal





Racing Pow-Wow

By Maury Powell

IF RIGHT MONEY IS THERE,
FANGIO WILL RACE AT INDY

WILL JUAN MANUEL FANGIO be an Indianapolis entry come Memorial Day?

Efforts have been made, and considerable chunks of money posted, to get the five-time world champion into one of the cars that represent America's finest closed-course racing equipment.

Latest rumble is that he'll take a test hop in the Ansted-Rotary Valve Special in February, with some topflight Indy pilots slated to be on hand to render advice.

Information reaches us that Fangio has been dissuaded from Indy action in the past by friends who've been feeding him misinformation deliberately to keep him 100 per cent on the Grand Prix circuit. We know for certain Fangio recently was offered the Dean Van Lines Special vacated by Jimmy Bryan, three-time U. S. champion, but delaying tactics attributed to his advisors led Al Dean to ink another chauffeur.

Bryan jumped into the Belond Equa-Flow Special built by George Salih in which Sam Hanks won last year's 500-mile classic, Hanks having retired when his 13th and last try there proved successful. Whereupon Dean, after failing to reach an agreement with Fangio, signed handsome, young A. J. Foyt of Houston, Tex.

We saw Foyt for the first time a year ago in a USAC midget auto race at Ernie Mohamed's South Mountain Speedway, Phoenix, and were impressed no end. During the season he won or placed well up in many midget and sprint car events. It's our guess he'll make the transition to the big cars handily and will prove his mettle in the big-time.

Meanwhile, we're guessing that Fangio will enjoy his Indy test ride, and, if financial matters are suitable, will be found at the famed "brickyard" late next May.

Sport Cars Go at Daytona Beach

Sports cars figure strongly in the picture again for NASCAR's Speed Weeks at Daytona Beach, Fla., Feb. 9-23. Two-way runs are slated Friday, Feb. 14, for modifieds and productions. On the 15th it's acceleration runs over the hard-packed sand course in the morning; the afternoon sees mandatory practice at the 2.4-mile New Smyrna Beach course 14 miles south of Daytona for cars entered in the road races.

On Sunday, Feb. 16, the SCCA's Florida Region will stage a full program of road races at New Smyrna Beach's airport course. Last year, as you may recall, this was run as an "open" event and the main event won by Carroll Shelby in John Edgar's Ferrari.

Dick Dungan, Florida RE, is handling all inquiries at 47 Seventh Ave., Palmetto, Fla.

NASCAR's boss-man, Bill France, has announced construction of a gigantic new speed plant called Daytona Beach International Speedway, a 2½-mile layout near the city's airport planned for use a year from now. The elongated oval bulges slightly on the north side in front of the stands. Track is 40 ft. wide in the straights, 47 ft. wide through the east and west turns. It will be more than a mile from turn to turn, and over a half-mile across at the widest point. Both turns will be banked 33 degrees, the easy curve in front of the grandstand being pitched 18 degrees.

High Speeds Possible at New Course

Speeds up to 200mph are possible, France says. He hasn't forgotten the sports car laddies, either, for there'll be a circuit built within the 446-acre spread. It'll start inside the track, then cut into the infield for another two miles through a total of 11 turns, seven left-handers and four rights.

Present plans call for the grandstand to seat 12,000 and two bleacher units 18,000. Infield parking handles 15,000 cars, plus two large outside parking areas.

POMONA RACES FEB. 8-9

Originally scheduled for Jan. 18-19, the California Sports Car Club's Pomona road races have been moved back to Feb. 8-9 at the Los Angeles County Fairgrounds course.

A number of top drivers, who normally race in CSCC events, plan to pass this one up in favor of the Guadalajara, Mexico, races slated on the same dates. There will be starting money for the Mexico race, trophies at Pomona.

500 Club Stages Race Car Concours

First concours in the U. S., believed devoted entirely to full racing cars, was announced today by Harry Morrow, president of the sponsoring 500cc Club of America.

The Grand Prix Concours will be held Sunday, Jan. 12th, between 9 a.m. and 5 p.m., at Chuck Porter's Body Shop, 1768 N. Cahuenga, Hollywood.

European cars include the current Formula I, Formula II, Formula III and Formula Libre. American racing cars will be represented by at least one of each of the current types, from the big Indianapolis cars, through the Championship Trail

MATTHEWSON'S SCORE

Winners of the San Gabriel Valley FSCA's 3rd annual El Primero Del Ano Rallye Sunday, Jan. 5, were: 1. Diane & Bob McPherson, Acacia coupe, 38 sec.; 2. Hal & Chris Wood, Porsche, 43 sec.; 3. Norm & Jinx Marchment, "A" Ford, 104sec. 72 cars participated, according to Rallyemasters Warren Danielson & Bud Fisher.

MOTORACING Award to Geslin

Jean Geslin has been named recipient of MOTORACING's second annual Good Sportsmanship Award presented on behalf of its readers to members of the 500cc Club of America.

During the last Cal Club road races at Paramount Ranch, Geslin stopped his own mount to render assistance to Alf Roth, whose car had struck a hay bale and flipped on turn 11.

Presentation will be made to Geslin Saturday night, Jan. 11, during the 500cc Club's annual banquet at Blarney Castle.

MOTORACING

Published Bi-weekly, except last issue of calendar year, by V. & P., Inc.—Editorial and business offices located at: 725 N. Western Ave., Suite 14 Los Angeles 29, Calif.

Hollywood 2-6388

For the Classified Advertising Department only: 4041 Marlin Ave., Room 208, L.A. 8; or phone AXminster 2-0287. Ask for Joyce.

Gus V. Vignolle.....Editor
Maury Powell.....Business Manager
Bill Harmer.....Advertising
Juno Vignolle.....Circulation
Joyce Barnard.....Classified Ads
Gail Ann Holden, Myra Jones, W. Robert Nitske, Henry N. Manny III, Flavio St. Germain, Jules Delancey, Tom Wilson, W. R. C. Shedenhelm, Jorge Rosado (Mexico City).....Staff Writers
Bill Harmer.....Staff Artist
Jerome Weber.....Gen. Counsel

Advertising Rates on Request

YEARLY SUBSCRIPTION RATES:
Domestic \$3 - Foreign \$4
Second class mail privileges authorized at Los Angeles, Calif.
Manuscripts, photos or artwork submitted to MOTORACING should be accompanied by addressed envelope and return postage. The publisher assumes no responsibility for the return of unsolicited manuscripts, photos or artwork.

Copyright, 1958

LETTERS to the Editor

CARY LEADS THE LIFE

I went to the RODA meeting last Friday and the independent auditors came out with the recapitulation of the running times of each contestant in the \$24,000 rallye. Of the 11 secret controls, four were disqualified because volunteers either read times improperly or their watches were off. However, Omega Watch Co. set all watches between 3:30 and 4 a.m., Dec. 1.

I talked at length with the three top winners, and Fernando Murphy said he covered the Mexico-Acapulco route every Saturday and Sunday for three months prior to the event. Fred Van Beuren said the kilometer posts were from .7 to 1.3 or .3 of a kilometer off either way at certain places. I think you have pretty well covered everything in MOTORACING, but Murphy's navigator said he would send you a story he wrote of their experiences on the rallye, and Van Beuren said he also would write to you.

Juan Manuel Rullan and I spent a pleasant day Saturday in Acapulco, where he is now arranging for the yacht regatta, of which he is chairman or head. This comes off in February from San Diego. Forty-two boats are expected. Three yachts, including the Morning Star, are here now from Newport Harbor and are on their way to the Marquesas Islands. I have been asked to go on one of them by the owner, but think I'll stay here in this lovely home of Don Pedro Rodriguez, where I have a pool, servants and even a Christ-Craft speedboat at the Yacht Club. Have been skin diving daily off the coast and have run into many Californians. You can buy an ocean beach front lot for \$3500 and build a two-bedroom house for \$5000. Breakfast and dinner averages \$1 per day per person for food. Taxes are \$24 per year. I wonder what I'm doing in L.A. Haven't had a too-hot or a cloudy day so far. Live in shorts or trunks and have taken off two inches around the waist. Have a Merry Christmas. Thanks for the last issue of MOTORACING.

George Cary, Jr.

Acapulco, Gro., Mexico

BATTLE OF ACAPULCO

I am writing you because it was impossible to talk with you in Acapulco during the famous battle that took the place of the rallye trophy presentation.

I sincerely hope the American drivers did not leave with the impression that ALL our automotive events are conducted the way the rallye was. The negative result of the Acapulco rallye was the first such that I can recall in many years in Mexico.

Martin Moreno always has had these kind of problems. Next time I see you I will tell you some things about him that will make your eyes bulge.

(Name withheld by request)
Mexico 11, D. F.

POINTERS ON SAFETY

First, I would like to congratulate your staff for producing the most consistently good motor racing publication on the market.

Second, it is my opinion that the column, Slightly Modified is not an asset to the paper. The writer apparently considers himself to be a humorist, but I hardly think he would be able to hold a job in that category.

I will also risk saying that he does not know much about automobile racing, even though it may come to light that he was the guiding force behind Neubauer in the management of the Mercedes-Benz racing team.

I think the roll-bar, helmet controversy is rather ridiculous. In the past 35 years I have seen so many heads saved by roll bars that it seems fantastic that anyone would oppose them. It has been known for years that most of the crash helmets were of little value other than to prevent track burns when sliding on your head or keeping you from being cut when going through wire fences.

If, as has been demonstrated, there are helmets that afford more protection, their use should be mandatory. I read in one of the columns of MOTORACING that the snow fence used

Volkswagen Still Leader Among Imported Cars

The phenomenal sales of the German-made Volkswagen kept it far in front of second-place Volvo in new imported passenger car registrations for California from January through September, 1957.

During September, Triumph slipped from 7th to 8th, trading places with Hillman; Goliath dropped from 11th to 12th, DKW from 12th to 13th, and Jaguar from 13th to 14th. Biggest gain was made by Fiat, which jumped from 16th to 11th.

In new passenger car registrations for both domestic and imported cars during this period, the fantastic Volkswagen was in 10th place, topping Chrysler, DeSoto, Rambler, Studebaker, Lincoln, Imperial, Metropolitan, Edsel, Packard and Continental. Overall leader was Ford, followed by Chevrolet, Plymouth, Oldsmobile and Buick.

Following are the new imported passenger car registrations:

January Through September, 1957				Calif. North South			
	Calif.	North	South				
1 Volkswagen	11308	5483	5820	20 Sunbeam Talbot	201	86	115
2 Volvo	3286	898	2388	21 Citroen	168	58	110
3 M.G.	2839	927	1912	22 Austin	128	69	59
4 Renault	2404	383	2021	23 Lloyd	104	65	38
5 English Fords	2343	1162	1181	24 Rover	36	22	14
6 Simca	1867	971	896	25 Morgan	28	4	24
7 Hillman	1810	687	1123	26 Facel Vega	18	1	17
8 Triumph	1801	651	1150	27 Aston Martin	17	4	13
9 Borgward	1273	486	787	28 Panhard Levassor	17	7	10
10 Austin Healey	901	274	627	29 Lancia	16	9	7
11 Fiat	811	308	503	30 Alfa Romeo	16	4	12
12 Goliath	805	297	508	31 A.C.	15	1	14
13 D.K.W.	748	234	514	32 Bentley	10	4	7
14 Jaguar	744	243	501	33 Lanchester	9	5	4
15 Morris	744	385	359	Miscellaneous (4 or less each)			
16 Porsche	623	244	379		21	6	15
17 Alfa Romeo	276	78	191	Totals	35913	14223	21690
18 Mercedes Benz	271	94	177	(Published through the courtesy of Motor Registration NEWS of California, Oakland 6, Calif.)			
19 Isotta	255	68	187				

at Sacramento races was as far back from the track as possible. I will also contradict this statement. The fence could have been moved back 20 to 40 feet over a large part of the course without reducing the visibility of the spectators. The fence was very close to the edge of the pavement all the way around the course.

There was a splendid setting for mass slaughter on the last turn coming into the home straightaway. It looked like a deliberate invitation to disaster.

Road racing was stopped by law in 1922 and many of us oldtimers have long mourned its passing. One serious accident resulting in the death or injury to a large group of spectators could easily result in legislation that would outlaw the sport forever.

Crowd control has been the bugaboo of racing from the earliest times and it seems that the powers-that-be in the sports car movement should take a grim view of the consequences that would result from sloppy work on this phase of sponsorship or promotion of races.

I believe that the running of the Sacramento races counter-clockwise provided a margin of safety for the drivers, but if it gave greater protection to the spectators, my head is screwed on upside down or backwards.

I have seen the same lack of safety consciousness at Pebble Beach and at other courses. I think anyone is a damn fool to stand on the outside of a turn at any race, but the world is full of brave fools, living and dead. The only protection for such people is to lay the spectator area out in such a manner that they cannot be wiped out. Track managers should be smarter than the amateur spectators and should take every precaution to see that they leave the race course under their own power and not in a hearse.

I believe that intelligent observation will bear out the foregoing statements.

It is possible that a spectator safety campaign by MOTORACING might induce the responsible people to take appropriate action to eliminate every unnecessary hazard.

I would like to suggest that a historical column covering the great races and cars of the past would be of more interest to most readers than the corny comments of Shedenhelm.

Fred Huddleston
North Sacramento, Calif.

EDITOR'S NOTE—Three big cheers for you, Mr. Huddleston, for your tremendous stress on safety and particularly roll bars. MOTORACING has long urged that roll bars be made mandatory, but some clubs, notably one, and a number of drivers apparently take the stand that the device is unnecessary and/or impractical.

ATTENTION, READERS

We are preparing, for Fall publication by G. P. Putnam's Sons, an anthology of articles and stories on the sport of motor racing. As we wish this to be a definitive work, we would very much appreciate hearing from readers who may desire to submit original material or may know of items likely to be overlooked by the editors. Deadline is April 20, 1958. Thank you.

Charles Beaumont
William F. Nolan
12808 Collins Street
North Hollywood, Calif.

THANKS FROM RIVERSIDE

On behalf of the management and backers of the Riverside International Motor Raceway, I want to extend my personal thanks for your efforts in bringing this facility to the public's attention. Your wholehearted cooperation has certainly been most welcome and I trust that in the future mutually beneficial relationships between the press and the track will continue on this level.

Steve Mason
Director of Public Relations
Edgemont, Calif.

GLAD YOU'RE BACK

I don't like the format, editorial policy or style of your paper. Personally, I think that you and Maury Powell are very nice guys. BUT when you "take pen in hand," you become something quite different.

I subscribed to Motoracing for a year and let by subscription lapse for the above reasons—and because your coverage was so poor on rallies and non-racing activities. Now that I have been without it for a year, I find you have changed a bit regarding coverage, hence, my check for \$3 is en-

closed. Put me back on the subscribers' list.

I don't expect to like your continual bawling of people that I do not know, nor your eternal hassle with clubs to which I do not belong. I do not expect to get any fun whatsoever out of reading Motoracing but I do need some of the information that you so reluctantly publish, so here I am again.

C. E. Cooke
Los Angeles 27

MEXICO RACE PLANS

A couple of other local drivers and I have been thinking of planning our vacations to include a race (or races) in Mexico this summer.

I would appreciate your furnishing me with, or referring me to a source of a calendar of Mexican racing events for 1958.

Enclosed you will find a check to cover one-year Motoracing subscriptions for Carl B. Meyer and George Grinzwitsch.

Commission payable in martinis.

Stockton, March, 1958.

Gordon R. Glyer
Sacramento

EDITOR'S NOTE—Thank you, Gordie.

Please see story on Page 1. Complete Mexico schedule will be sent you.

NO ITALIAN CHEESECAKE

How very kind of you to send me all I had asked so quickly. The photos are excellent. They will be a perfect illustration for the article I intend to write on your "discovery," Ricardo Rodriguez, who must really be an amazing kid with probably a great future before him.

As for your request, I can't tell you how sorry I am not to be able to satisfy it, but I assure you that if any Italian girl dared appear with "very little clothes," especially against a racing background, she would very quickly finish at the police station.

Athos Evangelisti
Editor-in-Chief, Velocita
Bologna, Italy

EDITOR'S NOTE—We had requested cheesecake shots of Italian beauties at sports car races.

RABID MANNEY FAN

Two suggestions for your enjoyable and controversial paper: (1) More of Manney—this is writing as she should be wrote. (2) Less allusions to the great and near great of the racing fraternity in terms only the elite can understand. Call 'em by name, not your pet and endearing term of the moment.

Fred I. Closson
La Mesa, Calif.

NOW IT'S CLEAR

Re WHAT'S AN AARDVARK? You ally people! Surely you know the Aardvark was the Dina-Hardpan powered by a 4.9 Irrac engine in which Juan Manuel Oignaf won two world championships.

Until two years ago, this unusual machine, which was designed to go as fast backward as forward, was owned and raced by the now great Elchroon pilot John Reporter of Balboa, Calif.

Yours for more accurate reporting,
Art Connell,
San Marino, Calif.

THANK YOU, WESTPORT

Ed Walsh has written me with the suggestion that we furnish you with current National Point Standings of SCCA drivers. I enclose, therefore, a rundown of the Point Standings.

Current Point Standings incidentally, have been available on request and furnished on quite a number of occasions throughout this past racing season not only to publications, but to individual drivers, entrants, press or just plain interested persons.

John M. Bishop
Activities Director, SCCA
Westport, Conn.

THE OTHER SIDE OF IT

The enclosed article by the navigator of the winning car makes pretty interesting reading, and I hope will be of some help to you in presenting the other—and less publicized—side of the late Acapulco Rallye.

George Cary asked me to send it on to you, and to also briefly give you my side of the story.

It's my opinion that the rallye was honestly run, but with too much con-

(Continued on Page 10, Col. 3)

Vignettes

By Gus V. Vignolle

WITKIN AT LOGGERHEADS
WITH SIMCA'S BIG CHEESE

PONCE A TIME, in the not too distant past, a waspish little man by the name of **Max Hoffman** came out here from the east, cased the landscape as it is wont, and then imparted some tidings to **John von Neumann** that didn't exactly elicit lusty huzzahs from the latter.

In effect, Mr. Hoffman, who has made a load of legal endive through the years with foreign cars, told Chon that he was through as Porsche distributor in these parts. Chon had built that marque and the Volkswagen (which can build itself) into quite a deal around here.

Well, mem-sahib, he didn't take this supinely. Chon hopped a plane and high-tailed it to Chermamy and put his case up before the factory potentates.

Chon won out and he's been doing business at the same old stand ever since.

This is all by way of leading up to a similar situation that has come up here. It involves A. M. Dolza, pres., in the U. S. for Simca, the French car, and **Willy Witkin**, the local distributor. They are not exactly playing beanbag these days.

—MOTORACING Photo
DONALD HEALEY, GEO. CARY
Between Races at Nassau

Up until just recently, Witkin had popped for all the national advertising. The exception was for an ad that ran in one of the monthly sports car journals. Witkin claims he has never received any support from the Grand Mogul.

But it is apparent that the one wearing the brass knucks is the Big Fromage back east . . . because Wee Willy can't get cars. He has to be content with a dribbling of the drab gray ones riding the upper deck.

And where he was formerly distributor for west of the Mississippi, Witkin has had his territory reduced to So. Calif. and Arizona.

Maybe Witkin Will Head for the Factory

Charging mismanagement from the factory reps in the east, Witkin has a strong hunch the commercial attache of the French Consulate soon will be probing into the case.

If he can be sure of not running up against top-level obfuscations, Witkin ought to take a course in oratory, and, like von Neumann, wing it to the Frog factory. Right now he's rather tight-lipped about the whole deal—but he shouldn't be!

If his hollerin' and bellerin' is in the right key, he might be able to cut Dolza's aqua short, just as Chon did to M. Hoffman.

★

The two biggest sports at Nassau recently were **George Cary**, Jr., of Beverly Hills, the L. A. SCCA race coordinator, and **Mike Womer**, of New York, the potent and ebullient troubleshooter for Time, Life and Sports Illustrated.

There were very few people of import on the island of New Providence that they didn't know—his Excellency the Governor and Lady Arthur, all the bon ton (and those of lesser breeding), all the drivers from England, Europe and America, and anybody who was somebody.

Both hosted separate elegant soirees honoring Sr. and Sra. **Pedro N. Rodriguez**, of Mexico City, their beautiful daughter (ask **Bruce Kessler**), **Conchita**, and their two sons, **Pedro** and **Ricardo**, the fantastic young driver who will be 16 next month. Incidentally, Ricardo took home five trophies, including the one for Outstanding Performance.

At the races, Cary renewed acquaintance with **DONALD HEALEY** of England, the famous car builder, who told George he was amply satisfied with the performance turned in by **PETER COLLINS**, the noted British Grand Prix pilot, behind the wheel of the Healey Special. He finished 10th overall and first in class D in the big race.

★

Report Nassau Course Shorter Than Advertised

Talking about Nassau, that wasn't a Firestone that blew in **Phil Hill's** 4.1 Ferrari. Some jerk gave us the wrong poop. In correcting us, Phil also explained he didn't think the new Oakes course was a 5-miler. A lot of people have backed him up on this.

In this respect, Sports Illustrated came out with a sound blast against the race organizers, to wit: "It is particularly regrettable. In view of the superior racing at Nassau, that the meet was cheapened by a lie. Officially advertised as a 5-mile course, it was in fact a 4.5-mile circuit, as the management well knew; the big race covered 225 miles, and average speeds were nearer 90mph than the announced 100-plus mph."

This observer immediately wrote **Capt. Sherman (Red) Crise**, chairman of the Competitions Committee, inquiring if this were so. No answer yet.

Overheard in between Nassau Bollermakers (Jamaica rum with Guinness stout chaser): "How do I know you ain't the fuzz? . . . I understand **Phil Hill** wants to quit racing . . . **Masten Gregory's** greatest ambition is to beat Hill in equal cars . . . Hill can outdrive Shelby anytime . . . **Ed Crawford** was able to take **Ricardo Rodriguez** because his Porsche had lower gears and it gave him more acceleration out of the corners . . . **Steve Mason** is going to challenge **George Cary** to a mano a mano bullfight at Guadalupe, Mexico, during the races there Feb. 8-9 . . . How is this for an island racing circuit?—Caracas in Nov., Nassau in Dec., Jamaica in Jan., and Puerto Rico and Havana in Feb., with San Salvador the week after Cuba."

Jimmy Orr Winds Up Sports Car Racing Career

After he won the race for Bristols and Healeys in The Bahamas, **Jimmy Orr**, of Kentfield, Calif., outgoing RE of the S. F. (Continued on Page 2, Cols. 1-2)



—MOTORACING Photo
STIRLING MOSS pushes a 3.5 Ferrari at better than 125mph on the way to his recent victory in the 250-mile Nassau Trophy Race during Bahamas Speed Week. He became only double winner in the 4th annual classic. Other past victors were Masten Gregory and Phil Hill.



—MOTORACING Photo
SILHOUETTED against the darkening tropical skies, Moss cools off with a soft drink after his big Nassau victory.

Lou Brero, Jr., Opens Arcata Car Center

Lou Brero, Jr., son of the late noted driver, has opened a Foreign Car Service Center in Arcata, Calif. He has factory-trained mechanics.

CRAWFORD EYES EUROPE

PASADENA, Jan. 8.—Ray Crawford, stellar USAC driver and winner of the big-bore stock division of the last Pan-American Road Race in Mexico several years ago, has commissioned famed car builder-designer Frank Kurtis to create a complete entry for European competition. Crawford plans several U.S. outings for test purposes before crossing the Atlantic.

Hawaii Races Set May 9-11

The 2nd annual Hawaii Speed Week is slated for May 9-10-11, according to Ray Turnbull, president of Trans-Pacific Sports Cars, Inc., the promoting body.

The definite site has not been determined. Turnbull holds a contract for last year's course, Dillingham Field, some 40 miles from downtown Honolulu. Two closer-in alternate courses are being sought, but if neither materializes it'll be back to Dillingham's paved 3.1-mile strip, where Pete Woods won the feature in a D-Jag.

No less than six air package tours are available, including such take-off points as Seattle, Portland, San Francisco, Oakland, Los Angeles and Burbank. Single prices range from \$299.50 to \$363.60, doubles from \$539.80 to \$638.

Waikiki Biltmore again will be official headquarters.

Shipping points for competition cars are via Matson Navigation Company berths in Seattle, Los Angeles, San Francisco and Portland.

Interested in Buys? They're Listed—Pg. 11

For the BIGGEST Classified Ad Section of any motor racing newspaper in the U. S., please turn to Page 11 of this issue and get in on some choice buys. Bargains galore.

And if you have something to sell, MOTORACING's Classified is the medium. Just call Joyce at AX. 2-0287.

Unauthorized

Factory Service by Experienced Auto Electricians Using Good Equipment Who DO NOT Work on Commission!



5114-16 Santa Monica Blvd.
27 Years at This Address
NO. 1-1183 or NO. 1-0157

AUTO
ELECTRIC

LOOK FOR THE FLYING
CHECKERED FLAGS

vilem B. HAAN

ORIGINAL
FOREIGN CAR ACCESSORIES

WORLD FAMOUS . . . SALA SPORT

DRIVING GLOVES

DIRECT FROM ITALY

NON-SLIP GRIP

Fine quality Italian leather gloves in two tone brown, white back and tan palm or knit back and brown palm. All styles with reinforced double palm—sizes 6½-10

ONLY
\$7.95

SNOW CHAINS

3.30-15-5.60-15-5.90-15
Finest Quality Snow Chains with V-links. (Also 6.00-16 \$16.95)

\$14



HOLDA
PLATE

To Mount Your Front License Plate and Avoid Drilling the Bumper.

For MG - Alfa Romeo - Porsche - Fiat - Mercedes-Benz - Austin Healey - Triumph - Jaguar - Renault and Many Others

\$3.95 each

SKI RACKS

FOR CONVERTIBLE TOP OR HARD TOP

NO SUCTION CUPS

SKIS HELD SECURELY BY PATENTED RUBBER CLIPS YOUR CHOICE

4 Pair Rack . . . \$14.95

5 Pair Rack . . . \$15.95

Original Rear Ski Carrier for Volkswagen

4 Pair Rack . . . \$10.95

Stainless Steel

License Plate Frame

This handsome steel frame will not tarnish, rust, chip or peel. Standard Size . . . **\$3.95**

EXTRA HEAVY DUTY
FLOOR MATS

Available with car names for the following: MG - Alfa Romeo - Porsche - Fiat - Mercedes-Benz - Austin Healey - Triumph - Jaguar - Corvette - Renault.

Colors: Red - Black - Green - Blue
Only **\$3.25**



CARSTOL 50c
MOTOR OIL, Qt.

VALVOLINE 60c
MOTOR OIL, Qt.

GENUINE LEATHER

HOOD STRAPS

Regulation size 1½" wide, ½" thick. Complete with hardware and PADS to prevent chafe to fit MG-TC, TD, TF, Morgan and other models. TAN. **\$13.95**

PEDAL PADS

For Austin-Healey - Jaguar - (long type) MG-TC and MG-TD/TF original English replacement pedal pads. . . . **\$1.00** pr.

HELMETS • FACE SHIELDS
SAFETY BELTS • TOOLS
GOGGLES • MIRRORS

POST OFFICE BOX
54
BEVERLY HILLS, CALIFORNIA

SPOT LIGHTS • TROPHIES
SPARK PLUGS • POLISH
DRIVING SHOES • MUFFLERS
FIRE EXTINGUISHERS

vilem B. HAAN

3 BLOCKS WEST OF BEVERLY HILTON HOTEL

10305-07 SANTA MONICA BLVD.

CR. 1-3775

WEST
LOS ANGELES, CALIF.
In Calif. Add 4% Tax

BR. 2-4455



San Francisco Newsletter

Dear Gus

By Tom Wilson

DID DRIVERS THINK TORRES JUST ANOTHER PEDESTRIAN?

DEAR GUS:

After beating the brush on the sports car racing circuit, for several years, I have come to the conclusion that the races in the smaller regions of SCCA are the most. When it comes to sociability and real fun, you can't beat a regional race. No protests, no beefs, no trophy hunters and no National points to clutter up the scene and add to the confusion. Anything can happen at regional races—and it usually does, especially at Phoenix.

The boys solved their crowd control problems by setting up snow fence (borrowed from the L.A. Region) on one side of the start and finish straight and with a good view of turns 1 & 2 the spectators were contained in a small area and there was no crowd control problem.

Starter Al Torres (seems to me that I've heard of the guy before) handled every detail within a hundred yards of the start-finish area, such as grid steward, etc. The grid was not marked, but who needs a lot of numbers with a guy like Al around? Texas starts were the order of the day but Al was satisfied and the crowd enjoyed it, so who cares?

By the way, Gus, Al is slowing down; he does not jump quite as high as in the old days and he even chickened out when two novice drivers split their course and left him in the middle with nothing but a green flag for protection. He took off for the pits and just made it. Al claims that this event being the first races at Phoenix, that some of those novice drivers were not familiar with the Maestro's technique and might think that he was just another pedestrian. I am sure that you will be interested to know that Al survived although his biggest shock was when they served a New York cut steak at the Victory Dinner. This is a record for any races.

CAL CLUB PROWLs

I see by the papers that the California Sports Car Club did not give up on its invasion of Northern Calif., until announcement was made of the contract with S.F. Region of SCCA. They again made overtures to SCRAMP, the powers-to-be at Pebble Beach.

With its bank roll, the Cal Club seemed intent on sow-

ing the seeds of dissension among the natives who will give a listen. They tried the same deal at Salt Lake last year when the boys up there were in a demoralized mood but nothing came of it.

The S.F. Region has sanctioned and run 7 races for the Monterey group and the race has developed into one of the biggest events in U.S. road racing. Considering the nature of the courses, the safety record is exceptional. After viewing a few of the Cal Club races and the recent accidents at Paramount Ranch, SCRAMP would have been doing road racing a disservice by switching to an outfit with such poor safety regulations and supervision. They all drive as if the first prize will be a permanent ride in one of the big stable Ferraris.

The S.F. Region Board of Directors has voted not to share any race promotion with any other club so it will be all for them or nothing at all.

KEEP THAT LIGHT BURNING

During the recent Laguna Seca races, some of the boys came up with a cutie. When the going got real tough and the leaders were running bumpers apart, the scene was suddenly featured by many of the leading cars running with all lights lit, during a bright sunlit day. It may be an old trick but the officials soon realized that many of the cars had very bright globes on their tail lights and very weak globes in their stop lights.

Therefore, the following car had no warning of the braking action of the car ahead and were at a disadvantage in coming out of a turn. The starter immediately ordered all lights out and also warned the pit crews to keep it that way. The obvious danger of such tactics was apparent to everyone but the sharpies who thought it up. Just another thing to check at Tech inspection and a stiff penalty for changing the globes after Tech.

NASCAR DOUBLE CHAMPIONS

DAYTONA BEACH, Fla., Jan. 8.—Double honors were won by two NASCAR aces for 1957, officials disclosed here today. Buck Baker, Charlotte, N.C., won the Grand National driving championship and also collected car owner laurels. Same was true of Jim Reed, Peckskill, N.Y., winning owner-driver on the National short-track circuit. Latter drove a Ford, Baker a Chevrolet.

Mourning in New Venture

By JIM MOURNING

In recent months, "Up the Straight" has appeared infrequently in MOTORACING. It's been missing again today and must continue to dwell in a literary limbo for some time to come. Usually, editors let such things slip from the scene as quietly as possible. As the author, however, I've asked them to make an exception.

For nearly a year, a handful of friends, enemies and total strangers have used, promises and mild forms of blackmail in an attempt to make me abandon my association with MOTORACING because of certain differences of opinion. None of this has any bearing on my decision to put my column aside. I have only one reason—lack of time.

After a year of planning, I've gathered a group of talented lads and my time now must be devoted to organizing a new, non-automotive magazine and attempting to raise the money necessary for publication. The possibilities of the magazine are so tremendous that I feel I can content myself with nothing less than an all-out effort.

During my association with MOTORACING, I haven't always agreed with its policies or its sentiments. On several occasions I've voiced my feelings in my column. Despite this, no attempt was ever made to influence what I said and nothing I wrote was ever cut. I admire and appreciate this attitude. It prompts me to promise that once my time is my own, my column will again appear in these pages.

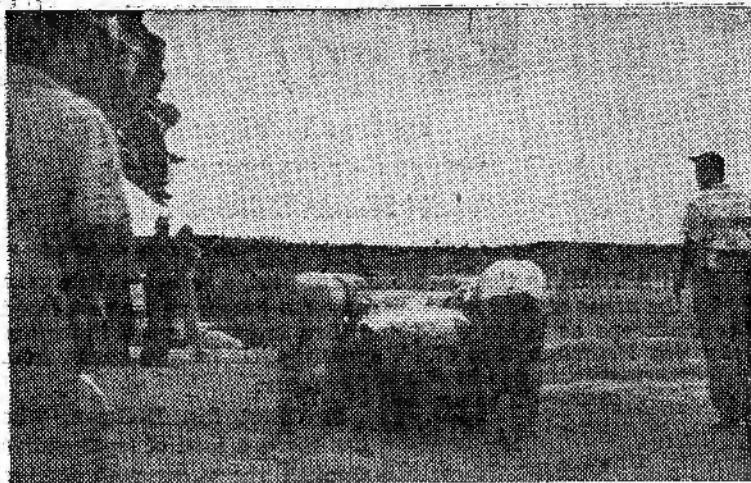
EDITOR'S NOTE—Jim Mourning's column has always been popularly received and we know it will be missed. He is one of the top automotive writers in the country. We hope too much time does not pass before his column will again be resumed in these pages. And the best of luck to him in his new venture.

Imported Motor Car Show Opens

An exposition devoted exclusively to foreign vehicles, the Imported Motor Car Show, opened an 11-day run last Thursday at Shrine Exposition Hall and continues through Sunday, Jan. 19.

A special feature is the display of 23 major vintage cars, custom-built for earls, dukes, dictators, movie greats, etc.

Other features include 3 and 8 p.m. daily continental fashion shows for men and women; an entire section devoted to foreign parts and accessories; a race and sports car film theatre on weekends; and a giant rallye to the show on Sunday.



—MOTORACING Photo
TOUGH BREAK—After a fast pit stop in the Nassau Trophy Race, Stirling Moss lost valuable time when his Ferrari failed to restart. Race official at right watches as two mechanics push the machine, which fired up seconds after photo was taken.

Ruth Levy Back From Sweden; Nuptials Due

Ruth Levy, of Brentwood, one of the top women drivers in the U. S., was home last week from Stockholm, Sweden, where she met the parents of her fiancé, Ulf Norinder.

Date for the wedding has not been announced. This will be the second marriage for Ruth, the first for Norinder, a close friend of Joakim Bonnier, the Swedish Grand Prix pilot.

Sports Car News by Jim Healey on KBIG

The Jim Healey Sports Show on KBIG radio henceforth will devote its five-minute slot at 4:25 on Fridays to sports car news. It is sponsored by Wynn's Friction Proofing.

Laguna SECA-SCCA

(Continued from Page 1)

ulations. S. F. SCCA officials said Ken Miles would still be banned, but J. P. Kunsle would be eligible, having served a year penalty for an infraction of the 1957 Sebring race. The latter will be eligible for the Stockton races in March.)

The S. F. Region's only National races will be held here Nov. 8-9.

All (Class) 'H' Breaks Loose But Ferry Renault Proven Legal!

When John Green Jr., West Coast distributor of Renault automobiles, flew the Ferry Renault Special in from Paris, he never realized the storm it was going to create.

The 750 cc modified Class "H" special, entered at Riverside, won its class, with Jim Parkinson at the wheel. The Class "H" entrants of SCCA jointly protested the car. They challenged the fact that no 750 cc could possibly run away from them as the Ferry Renault did. The motor was torn down and after two micrometer readings, the average reading was 735 cc, Parkin-

son's win was legal and Green received his trophy.

At Paramount Ranch, Jim Parkinson once again drove the Ferry Renault, crossing the finish line way ahead of his rivals. Cal Club "H" pilots also protested the car en masse. The motor was "miked" again and the official reading this time was 748.81 cc.

Now the two clubs have an outstanding bill of \$202.00 for labor!

Pierre Ferry, a French engineer in Paris, built the Ferry Renault and is now manufacturing Ferry speed equipment, which can easily be installed in the Renault Dauphine and 4-CV.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

FRANK MILLARD SPORTS CARS INC.

WHERE THE STARS BUY THEIR CARS

JAGUAR - MG - BORGWARD - AUSTIN

AUSTIN HEALEY - MORRIS

HILLMAN - CITROEN

COMPLETE SERVICE FOR IMPORTED CARS

15531 VENTURA BLVD. Owned and Operated by
ST. 9-6176 ROY ROGERS ENCINO
and FRANK MILLARD ST. 7-2343

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

SEE THE '58s at the Home of

SPECIALIZED CORVETTE

SALES AND SERVICE

PEOPLE WHO OWN

A TIGER

TAKE IT TO A

TIGER

SPECIALIST . . . AND

PEOPLE WHO OWN A

CORVETTE

SHOULD TAKE IT TO A

CORVETTE SPECIALIST

FUEL INJECTION AND COMPETITION SPECIALISTS

Have your car tuned by the same expert service dept. which tunes our championship stock cars:

- Latest dynamometer and analysis equipment!
- Fiberglass body and chassis experts . . .
- Competent, factory-trained mechanics.
- Painting . . . parts . . . repairs . . . new shops!

SEE US for POSITRACTION REAR AXLES . . . 4-SPEED GEAR BOXES

RUSH
CHEVROLET

DA. 3-0300 FA. 1-2900

15600 S. WESTERN AVE.
GARDENA, CALIF.

Slightly Modified

—BY W. R. C. SHEDENHELM—

AT THE DECEMBER SCCA meeting we were told that physiologists have figured out that for every cocktail or beer that you drink, you are out of optimum racing condition for three hours. It's cumulative, too, so four beers means twelve hours of rest before racing. Good grief! If this is true, we will not be in condition to race until we are 342 years old.



SHEDENHELM

We spent one evening last week at the Grand Prix mainly listening to the conversations up and down the bar and at the tables. Golly, there were really some big wheels there that evening.

Here, for example, are some bits which we captured with a tape recorder, cunningly concealed in our jeraboom of chilled Hamm's: "You know, I thought there was something funny when I drove Flockhart's Jag at Le Mans. . . . Brockbank sure can drive those big, old, Classic English cars like the Dusenbergs and the Mercedes. . . . When I bought the second Ferrari. . . . I offered Moss a ride, but he was tied up with Maser and couldn't do it. . . . I was telling Masten just the other night. . . . and down the straights I was taking Fangio every lap. . . . so I set up this beautiful four-wheel drift and run smack into the California Highway Patrol. . . . so I'm leading Moss and Behra by a lap and a half when the fan belt breaks. . . ."

THE PROPER SPIRITS

We were standing in the pits at Paramount and talking to this nice chap with a Photographer's Pass who turned out to be the world-famous sports editor of "The American Pigeon Journal," out of Warrenton, Mo. While he was eating his lunch and telling us about the high cost of running modified pouters these days, we began to notice that he was becoming increasingly loaded. As we say in technical circles, he was stoned. We couldn't figure it out. He wasn't drinking a thing, just munching on these cotton-picking sandwiches. Well, finally he gave us a bite and we had our moment of truth.

The sandwiches consisted of two very thin slices of rye bread and a big slab of jellied bourbon!

TECHNICAL DATA

For the benefit of those interested in making vodka ice cubes, the freezing point of 90-proof vodka is -33° Centigrade, that of 100-proof is -37° Centigrade.

THE ENEMY AT THE GATES

Gee, we just try to write an amusing little column, you know, and we didn't think anyone would complain about it, but the Editors of this highly-esteemed tamale wrapper have received four (4) letters protesting that we have been over-stressing the drinking side of the sports car scene and under-stressing the clean, healthful side of it. Golly, we always figured that if anyone wanted to find out what actually happened at the races, there were about 10 and two-thirds pages devoted to this in each issue. We felt that the purpose of "Slightly Modified" was to tell about the wondrous things which happen between the races, which is most of the time.

Sports car people seem to be,

almost by definition, men and women of good taste and of good cheer. In pursuit of the finer things in life, we have observed that they readily enjoy the warm satisfaction of bellying up to a solid mahogany bar for a tot of rum and that they equally enjoy the tingle of an ice-cold beer in the dusty heat of a racing afternoon.

Be that as it may, we will bend before the will of popular demand and only give a short report on the New Year's Eve party at you-know-where.

SPORTS CAR HI-JINKS

The last minutes of 1957 were celebrated by a large number of local sports car drivers and owners at a well-known picnic grounds in Hollywood. For the hungry, the Host and Hostess provided heaping platters of fresh cookies and graham crackers, while several men were kept busy ladling out hot chocolate and sweet milk for the thirsty.

Indeed, one guest drank so many cups of cocoa that he passed out in the john and had to be carried to his Porsche.

Later, on a dare, a well-known Jaguar driver at 14 peanut butter cookies, one right after another, and had to be pried from beneath the table with a two-by-four.

The only injury of the evening's hilarity occurred during the Maypole Dance when a newspaper columnist slipped on a carelessly discarded prune pit and fell flat on his De Dion. He is now under the care of three eminent croakers who have stated that his condition, while not serious, is complicated by a severe case of the bends, apparently contracted during the New Year's festivities.

At 10:30 the Host and Hostess brought a round of yami yogurt for all and everyone left the picnic grounds singing an old Welsh marching song, "Cats on the Rooftops." Laughing contentedly, they hopped into their shiny little sports cars and drove quickly home so that they should be safely in bed for the 11 o'clock news.

THE FLICKS

If you haven't seen that great sports car movie, "The Devil's Hairpin," you've undoubtedly heard all about it. Well, as you know then, the hero of this picture is a sports car driver whom everyone calls "The King." Well, now, we're working on a new script as somewhat of a sequel. Our version is called "The Devil's Belly-Button," and in this story the hero is a homosexual driver whom everyone calls "The Queen."

NAMING NAMES

We all know about Mary Martin in the Aston-Davis, but how about Jerry Healey in the Austin-Austin? Or that good bet for next year's 500-miler, Bob Myer in the Drake-Drake Special? Or the possibility of Tracy T. driving a Bird-Bird?

FOREIGN CAR LUBRICATION

RACE PREPARATION

For MG, TRIUMPH AND ARNOIT BRISTOL

by DONALD HULETTE
Genuine Factory Parts

SIGNAL SERVICE

PICK UP & DELIVERY
870 N. WESTERN
Los Angeles HO. 7-3441

HILL TO RACE FOR FERRARI IN ARGENTINA

(See Photos on Cover Page)

Phil Hill, Santa Monica, Calif., who with Carroll Shelby ranks as America's foremost sports car driver, will race Formula I and II cars for the Ferrari factory this season.

His first start will be with Peter Collins, of England, Jan. 26 in the 1000 Kilometers Sports Car Race of Buenos Aires at the Argentine capital. They will pilot one of the new factory 3-liter machines.

This will be followed by the Grand Prix of Buenos Aires (Formula I) at Rosario City, Argentina, Feb. 2.

Hill and Collins won the Venezuelan (Caracas) race last November.

After that, there is a chance Hill will drive Frank Arciero's 4.9 Ferrari in the Guadalajara, Mexico, races Feb. 8-9. Dan Gurney also is being considered for this race, but if he races John Edgar's Ferrari in Cuba Feb. 16, the time shortage may be an obstacle.

The Santa Monica then departs for the Grand Prix season in Europe.

CALENDAR

JANUARY

- 9-19—Imported Motor Car Show Shrine Exposition Hall, 10 a.m. to 11 p.m.
- 10—L. A. SCCA installation and awards dinner-dance, Banquet House, 27 W. Huntington Dr., Arcadia, 6:30 p.m.
- 11-12—Orange Bowl Florida Region SCCA National road races, Master Field, Miami.
- 11-500cc Club of America annual banquet, Blarney Castle, 623 S. Western Ave.
- 12-500cc Club of America Grand Prix Concours, Chuck Porter's Body Shop, 1768 N. Cauehnga, 9 a.m. to 5 p.m.
- 19—Grand Prix of Buenos Aires, Buenos Aires Autodrome.
- 25—Women's Sports Car Club installation and awards dinner-dance, Fox Hills Country Club, Culver City, 7:30 p.m.
- 26-1000 Kilometers of Buenos Aires Sports Car Race, Buenos Aires.

FEBRUARY

- 2—Grand Prix of Buenos Aires, Rosario City, Argentina.
- 8-9—California Sports Car Club road races, L. A. County Fairgrounds, Pomona.
- 8-9—Guadalajara Auto Club Velocidad A. C. road races, Guadalajara, Jalisco, Mexico.

Specialists in Service for Jaguar — MG & Austin-Healey
Now Specializing in LANCIA

OSSIE & REG

5406 W. WASHINGTON
(Corner Washington and Hauser)
LOS ANGELES 16, CALIFORNIA
WEBster 4-2665

KIZER'S

GARAGE

Specialists in all body and fender work on sports cars; particularly specialists in aluminum body work.
2809 S. Crenshaw Blvd., Los Angeles
RE. 2-0470

GORDON'S BODY SHOP

Specializing in FOREIGN CARS

- CUSTOM WORK
- CUSTOM PAINTING
- ALUMINUM

608

TORRANCE BLVD.
REDONDO BEACH
Frontier 2-0020

NOW OPEN!

GRAND PRIX MUFFLERS

FOR FOREIGN CARS
1055 BRAND BLVD.
GLENDALE

WALLY ALLEN
PROPRIETOR

Formerly at Majestic Mufflers
Citrus 4-5860

WSCC Installs Officers Jan. 25; Lee Baker Prexy

The annual invitational installation dinner-dance of the Women's Sports Car Club, one of the most posh events of the season, luring the VIPs in the world of sports cars, will be held Saturday, Jan. 25, at the Fox Hills Country Club in Culver City.

Sam Hanks, 1957 winner of the Indianapolis 500, will be guest of honor.

Lee Baker will be installed as president, succeeding Pat McAfee. Other 1958 officers are Ruth Doushness, vice-pres.; Virginia Lloyd, treas.; Irma Payne, recording secy.; Sunnie Baker, corresponding secy.; Dusty Brandel,



LEE BAKER
New Prexy of WSCC

TRIPLE CHAMPION

Shorty Templeman, Seattle, Wash., was USAC's top dog in midget auto competition for 1957. He won the National, Midwest and Pacific Coast titles. His final triumph for the year was recorded when he led George Amick and Rodger Ward to the wire Dec. 29 at Bonelli Stadium in a 100-lapper.

publicity and pubrel, and Gloria Dearborn, race coordinator.

Special WSCC awards will be made at the top affair, which will feature the music of the club's Pit Crew, Gerry Dolin and his trio.

Sunnie Baker is chairman of the Banquet Committee. The action gets under way at 7:30.

BRITISH CAR PARTS

VANDERVELL—Engine Bearings

RANSOME AND MARLES—Ball and

Roller Bearings

WHITELEY—Water Pumps, Tie Rod Ends,

Universals

LODGE—Spark Plugs

AMCO—Accessories

Also Top Lines of Radiator Hoses, Fan Belts, Oil Filters, Brake and Clutch Linings.

BRITISH CAR PARTS

HEPOLITE—Pistons and Rings

WELLWORTHY—Pistons and Rings

JAMES—Valves and Guides

TERRY—Valve Springs

PAYEN—Gaskets and Oil Seals

BORG AND BECK—Clutches

LOCKHEED AND GIRLING

—Brake Parts

LUCAS—Ignition, Lamps, etc.

BRIGHAM-ST. JOHN, INC.

LARGEST INDEPENDENT DISTRIBUTOR OF REPLACEMENT PARTS FOR FOREIGN CARS IN THE SOUTHWEST

—Send for Our Catalogue—

7713 MELROSE AVE. LOS ANGELES 46, CALIFORNIA WEster 8-2724

1341 INDIA ST., SAN DIEGO • BElmont 4-8398

GERMAN CAR PARTS

KOLBENSCHMIDT—Pistons

ATE—Lockheed Brake Parts

ATE—Valves, Ring Sets

F&S—Clutches

REINZ—Gaskets

VISIT OUR RETAIL STORE

Runyan Division—BRIGHAM-ST. JOHN INC. 7713 MELROSE AVENUE
LOS ANGELES 46, CALIF.

2nd ANNUAL INTERNATIONAL

HAWAII SPEED WEEK

MAY 9, 10, 11, 1958

8 DAYS IN HONOLULU FOR

as little as

\$299.50 FOR 1

\$539.80 FOR 2

Including air fare and accommodations at the Waikiki Biltmore, Matson's Princess Kaiulani and Moana Hotels and Dinner-Dance Awards Presentation in the Royal Hawaiian Hotel's famed Monarch Room.

SPORTS CAR RACES CO-SPONSORED BY
ASSOCIATED SPORTS CAR CLUBS OF HAWAII, INC.,
SPORTS CAR CLUB OF AMERICA, HAWAII REGION,
ARMED FORCES FOREIGN CAR CLUB & M.G. CAR CLUB OF HAWAII

Write for Information, entries, etc.

TRANS-PACIFIC SPORT CARS, INC.

P.O. BOX 29098

HOLLYWOOD 29, CALIF.



—Walt Glassett
POTENT THREAT to repeat their 1957 So. Calif. Council of Sports Car Clubs rallye championship this year is the duo of Dick Flude, left, navigator, and Bill Hanna, driver, of Northrop SCC. They're shown with their Austin-Healey and trophies after recent rallye win.



ANNUAL AWARDS were made and '58 officers installed at banquet staged by Austin-Healey Owners Club at Blarney Castle. Left to right: Mrs. Sydney Trecise, wife of the guest speaker, representing Automotive Div. of Gough Industries; Reno Lawrence, new prexy; Eo Lawrence, Ken Kane, retiring prexy; Rudy Cleye of the BC, and Polly Kane.

News Along the Rallye Front

Reno Lawrence, new prexy of the Austin Healey Owners Club, was named winner of the group's 1957 Rallye Championship, with 178 points, at the installation and awards dinner held at Blarney Castle.

Following were: 2. Walt Kingsbury (1956 champion) 163; 3. Ken Kane and Liz Murray 156; 4. Jiggs Schwab 154; 5. Frank Arnett 144; 6. Dave Long and Earl Money 134; 7. Bob Ross 127; 8. Don Nelson and Jean Hudson 124; 9. Jerry Leap 122; 10. Bob Raffetto 119.

Included among trophies was the 42-inch tall Michell & Paul Perpetual Award. It went to Lawrence, who will have to win it once more before it becomes his permanent property.

Guest speakers were Sydney Trecise of the Automotive Div. of Gough Industries, Western distributors for Austin-Healey, and Frank Allen, "Mr. A." of the Motor Classics radio program. Rose Marie Reid presented a swim suit fashion show.

New officers: Reno Lawrence, president, tops the Austin-Healey Owners Club's new slate of officers for 1958, who were installed at the annual awards banquet Dec. 14 at the Blarney Castle. Others: Jean Hudson, V-P; Flo Stevens, sec'y; Liz Murray, treas. Directors: Jiggs Schwab, rallye chairman; Tip Gruver, tech. chair.; Burr McDowell, pub. chair.; Chuck Meredith, SCCSC delegate; Bob Ross, membership chair.; Jim Marshall, entertainment chair.; Frank Arnett, AHOC NEWS editor.

PLENTY OF SPARKS
Hats off to one of the most rallying families in Southern California—Duane and Jerrie Sparks, their son Ted and his wife, Ann, and another son, Jack, and his girl friend, Lynne Kress.

Last weekend, Jack and Lynne, in a '56 Ford with power steering, yet won the AHOC Rallye Round the Orange with a fantastic 3-sec. error! Pop and mom, in a T-Bird, were 2nd, and Ted and Ann, Volkswagen, were 10th. Sixty-three cars competed.

Entered as a family team, they placed first in the recent Colonial House Rallye staged by the Tri-Counties SCC in Oxnard.

Representing the Douglas Santa Monica Club, the six will be competing as a family team for the first time in a Championship rallye when the Long Beach MG Club stages its Great Western Rallye Jan. 25.

"VEGAS GAMBOL"
Jan. 15th is deadline for entries and

reservations in the First National "Vegas Gambol" being staged Feb. 15-16 by the Los Angeles Section of the Mercedes-Benz Club of America.

It's a single navigational rallye, but entrants may drive directly to Las Vegas if they wish. Cost is \$24 per couple, covering the rallye, a suite at the Royal Nevada Hotel and the victory brunch. Members may invite as many guests as they wish whether or not they drive M-Bs. Contact John Robinson, 2917 Ledgebrook Dr., Hollywood 28.

"DO IT YOURSELF"
Austin-Healey Owners Club is looking ahead to the "Do It Yourself II" Rallye, Feb. 9. It's a 4-hour affair promising much fun over all paved roads. Entry fee is \$1.50 and the starting point May Co. parking lot, Lakewood.

Contact Jean Hudson, NE. 1-5407, or Jiggs Schwab, UN. 4-8733. Last leg of this one is navigational.

LONG BEACH PROGRESS
Chuck Matthews, Long Beach MG Club treasurer, reports club purchase of seven rallye checkpoint watches. He also notes purchase of two water coolers for the Flag Team. Other LBMG outlays were for a film of its Great Western Rallye and 5-year membership pins.

Next Great Western is set Jan. 25, and looms as another goodie. For info, call UN. 4-8378. LB's top ten point standing drivers will manage club teams under a new setup to promote more interest in monthly events. Teams will vie for a challenge trophy, awarded for one-month periods. Best performing teams collect trophies at year's end.

GLENDALF ACTION
About 110 miles will be covered in the "January Journey" rallye planned Jan. 19 by the Glendale FCCA. The 4-hour grind starts 9 a.m. from Sears' North Hollywood parking lot. Two classes, navigational and/or "seat of pants" are other features.

All roads are paved. More data—TH. 8-2445 and ST. 5-2108.

RALLYE AUTOMATION
Northrop Recreation Club rallye results will be more rapidly forthcoming. Data is now punched into IBM cards and run through an IBM computer. New ratings will be computed and corrected indices published following future championship events. Data will even include the 60% driver and 40% navigator values!

RALLIES

JANUARY

- 12—Hughes Employees Association SCC Rallye Round, South parking lot, 9 a.m.
- 18-19—Sports Car Unlimited "Snow Run, San Francisco.
- 19—Glendale FCCA, January Journey, Sears North Hollywood parking lot, 9 a.m.
- 19—Competition FCC Slalom, South Bay Bowling Alley parking lot, 8 a.m.
- 19—Mercedes Benz Club of America and Southwest SCC, Hare and Hound Rallye, Broadway Crenshaw, Mobil Station, 9 a.m.
- 25—Long Beach MG Club Great Western Rallye, Lakewood and Firestone Blvds., Downey, 7 a.m.

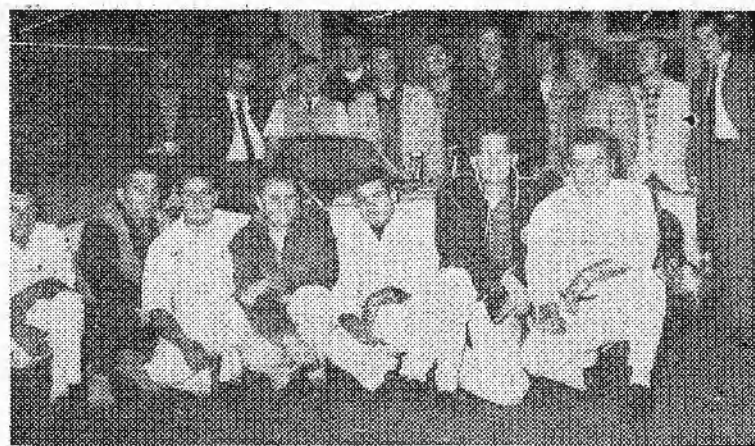
FEBRUARY

- 9—Austin Healey Owners Club Do-It-Yourself Rallye, Lakewood between Del Amo and Candlewood, 8:30 a.m.
- 14-15-16—Las Vegas and L. A. SCCA Regions, Las Vegas Rallye.
- 15-16—Mercedes-Benz Club of America, Los Angeles section, Vegas Gambol.
- 19-20—San Diego SCC, Don Diego VIII Rallye.

GREAT WESTERN RALLYE

Fourth running of the Great Western Rallye, sponsored by the Long Beach MG Club, will be run Saturday, Jan. 25, starting from Stone-wood's Restaurant, Firestone and Lakewood Blvds., Downey. Cars will leave at one-minute intervals beginning at 7 a.m. This is the first Championship event of 1958, sanctioned by the So. Calif. Council of Sports Cars. Post entries will be accepted. Entry fee, \$5. Call UNiversity 4-7378 for further information.

The route features all paved roads and is strictly the navigational type rallye. The event is approximately 10 hours in duration. Trophies will be awarded to driver and navigator through first 10 places. Dash plaques for all entering cars. Also awards to the best three-car teams.



MEMBERS OF Competition Foreign Car Club of L. A. gather around Joel Ohnstad's Austin-Healey when trophies were presented top three finishers in Until Dawn poker rallye. Trophies were donated by the Bonaventura Bros. of Shell Service in Culver City, where presentation took place. Bonaventura Bros. (in white) are in front row; others, from left are Lee Huntley, 3rd in rallye; Norman Devereux, 2nd, and Joe Puckett, club pres., who accepted trophy for winner Dan Aitken.

MINX ON TOP

A Hillman Minx has gained the fourth consecutive outright victory for Rootes Group cars in Australia's Victorian Alpine Rallye. The Minx took the 1500cc class award.

Keeps dentures firmly and comfortably in place.

Meet me at Rebecca's.

"Quick Service for Quick Cars"



LO.
4-2471

"Lefty" JENKINS
TIRE RETREADING
4400 FIRESTONE BLVD.
SOUTH GATE
RETREADING FOR
RACE OR STREET

WILLIAMSON MOTORS

Authorized Sales and Service

MG-A • AUSTIN-HEALEY

3153 W. Pico, Los Angeles 19, Calif.

REpublic 2-8126

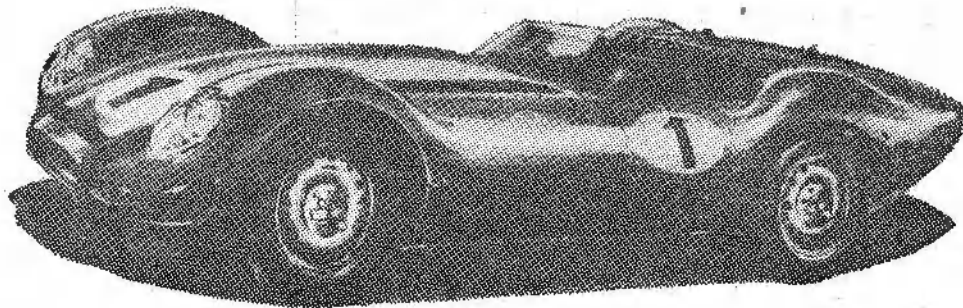
ANNOUNCING The Appointment

OF **CARROLL SHELBY**

SPORTS CARS INC.

AS **DISTRIBUTOR**

WEST OF THE MISSISSIPPI



FOR **LISTER JAGUAR**
LISTER CHEVROLET

AND

LESTON RACING EQUIPMENT

COVERALLS - HELMETS - GOGGLES - GLOVES - TIMING BOARDS

NEW AND USED COMPETITION CARS IN STOCK

New Lotus Mark XI, Stage II.
Coventry Climax\$5500.00

New 11 Litre Maserati 200S1, 4 Cyl.\$9250.00

Used 11 Litre Maserati. Excellent condition.
Ex-Jack Hinkle car.....\$6750.00

Used 11 Litre Maserati 200S1. 5 Races. Completely torn down. Magna Fluxed.
Perfect\$7795.00

Used Ferrari. Monza Hill-Shelby Sebring car. 2 Races since return from factory. Undoubtedly fastest Monza in U. S. Momo brakes. Big rods.....\$7500.00

Used C Jaguar. "D" engine, concourse condition. 263 H.P. Would make beautiful street car\$3995.00

Used '57 Corvette. Racing model. Injection, suspension, big metal brakes, roll bar, wind screen. Completely rebuilt. Perfect and very fast.....\$3295.00

STOPWATCH REPAIRING

IS OUR SPECIALTY

CLEAN and OVERHAUL\$6.50

CR. 1-7872 ONE YEAR GUARANTEE BR. 2-1364

FELDMAR WATCH CO., 8971 W. Pico., L.A. 35
HEADQUARTERS FOR SPORTS CAR RALLYE EQUIPMENT

CARROLL SHELBY SPORTS CARS INC.

5611 YALE BLVD.

DALLAS, TEXAS

EM. 8-6483

DEALER INQUIRIES INVITED

SCENES FROM RECENT MEXICO RALLYE

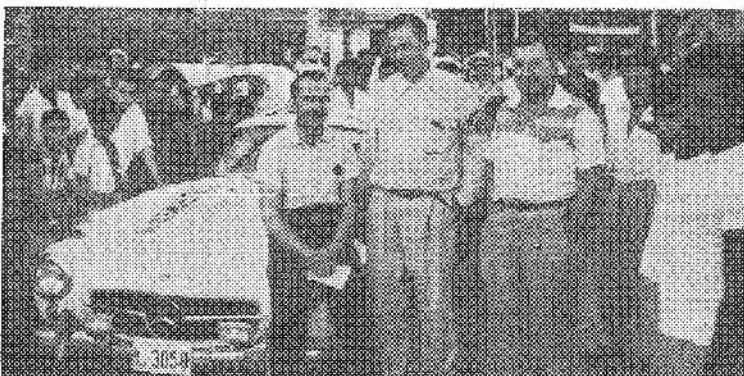


BLANKET FINISH—The three Simcas from Los Angeles cross the finish line together in the sticky Acapulco heat. Three fan-dems were Ken Miles-Nick Marechal, Marvin Patchen-Dick Kermode and Bert Johnston-Dick Flude.

—All MOTORACING Photos



CROSSING THE "meta" at the Pacific port is a Cadillac which departed from Torreon. Driver was Jorge Neveu, and the navigator, Javier Cisneros.



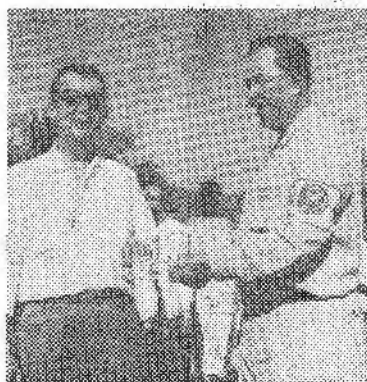
THIS GROUP attracted most of the attention at the finish of \$24,000 rallye. Left to right: Paul O'Shea, 1957 National SCCA point champion; Allen Guiberson, wealthy Dallas oilman and owner of the Mercedes-Benz 300SL which Paul drove, and Navigator Gordon Barry. They failed to finish in the money.



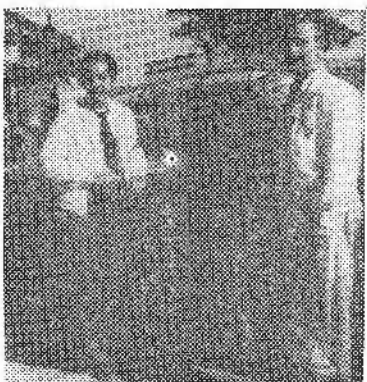
NOTABLE at Acapulco Victory Fiesta was Bette Ford, one of the top feminine bullfighters in the world, shown with Don McQuilken, a participant in the rallye.



THROGS line both sides of the road as field departs from Guadalajara, Jalisco, one of the five starting points leading to Mexico City, thence to Acapulco.

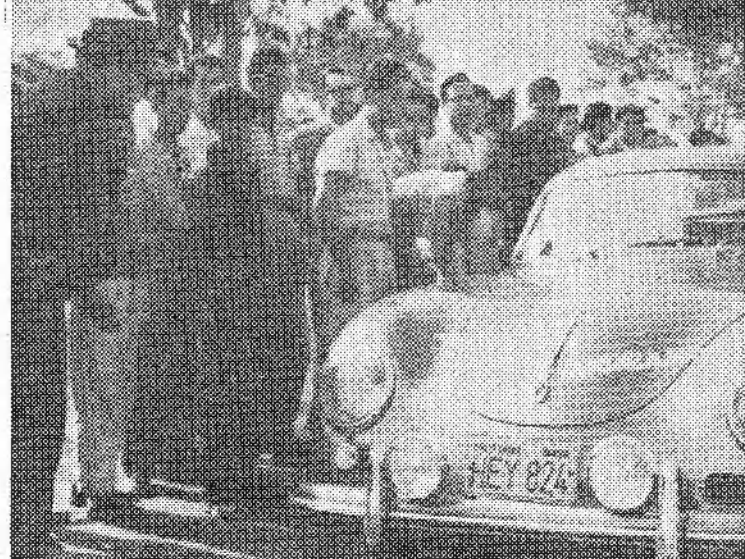


GEORGE HOLLAND, left, hands over \$5 bill to Allen Guiberson, who won bet when his entry, O'Shea-Barry, finished ahead of two cars sponsored by Burbank automotive executive.



ONE OF two duos sponsored by Holland was Dr. Armando Moraila, Jr., navigator, left, and Les Scott, USAC stock car pilot, the driver. Car was a big Cadillac sedan.

When you're in town, call me at AX 2-0287—Joyce.

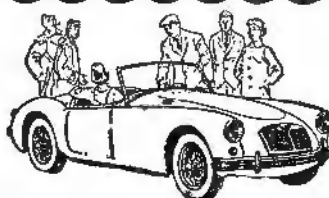


JOHN MALONE, the L.A. public relations counsellor, was one of the starters along with Jorge Garibay at Guadalajara. Here he drops the flag as Ignacio Lozano takes off in Porsche Carrera, with Howard Frank as navigator.

Midgets at Riverside

USAC's mighty midget autos are slated for a take-off on Grand Prix road racing in a 100-mile event Sunday, Jan. 19, at

Riverside International Raceway. Course has been changed from the usual 3.275-miler to a 2.5 for this event, first of its kind in USAC history.



BURBANK
SPORTS CAR
CENTER

MGA - AUSTIN HEALEY - MG MAGNETTE - MORRIS
Complete Service Dept. Genuine Factory Parts

SPEED TUNING

ROAD TUNING

507 SO. SAN FERNANDO RD.
BURBANK

TH. 8-6601
JIM PARKINSON

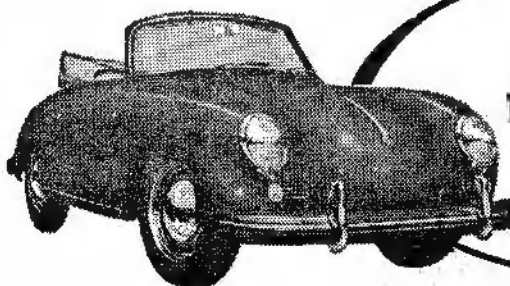


PORSCHE

PORSCHE 1600 COUPE

All 3 Porsche Models have all these Porsche race-tested features:

- Air-Cooled Rear Engine
- Torsion Bar Suspension
- Servo-Mesh Transmission
- Twice-Size Brakes



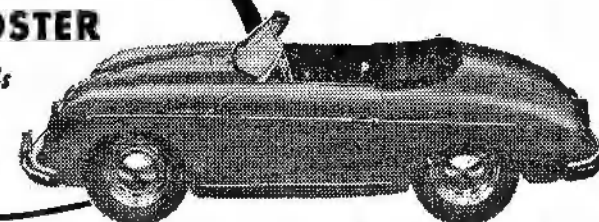
PORSCHE 1600 CONVERTIBLE

No other sports car gives you Porsche's big-car comfort!

PORSCHE 1600 SPEEDSTER

Various Porsche models

from \$3215



See and drive the Porsches at one of these key dealers:

BAKERSFIELD—P & S Motors, Inc., 1105 24th Street
BEVERLY HILLS—Precision Motor Cars, 9717 Wilshire Blvd.
GLENDALE—Allred Brothers, 219 W. Colorado St.
HOLLYWOOD—Competition Motors, 1219 Vine Street
LAS VEGAS—Sunland Motors, 2030 E. Fremont
LONG BEACH—Storey-Ricketts, 740 American Ave.
NO. HOLLYWOOD—Europa Motor Car Co., 11055 Ventura Blvd.
COMPETITION MOTORS, INC.

PASADENA—Kraus Motor Co., Inc., 2124 E. Colorado St.
RESEDA—Michelmores Motors, 6957 Reseda Blvd.
SAN BERNARDINO—Bering Monroe Motors, 24898 Base Line
SAN DIEGO—San Diego Motor Imports, 1270 Columbia St.
SANTA MONICA—Ralph Cutright, Inc., 1530 Wilshire Blvd.
VAN NUYS—Gene Klein Motors, 5511 Van Nuys Blvd.
PHOENIX, ARIZONA—Morgensen Motors, 1402 N. Central Ave.
1219 Vine Street, Hollywood 38, California

Sub-Distributor for Southern California, Southern Nevada, and Arizona

It's the **HARRY MANN**
CHEVROLET COMPANY

for

CORVETTES

CRENSHAW and SLAUSON
LOS ANGELES, CALIF.

AX. 4-6101

Gurney to Drive for Edgar; Patron Off 'Amateur' Kick

By MAURY POWELL

ENCINO, Calif., Jan. 7—Two startling disclosures were made here today by John Edgar, one of America's foremost sports car patrons, in an exclusive report on his 1958 racing plans for MOTORACING's readers.

One concerns an invitation to Riverside's 26-year-old sensation—Dan Gurney—to drive as teammate with Carroll Shelby, Dallas, Tex., kingpin.

The other item will cause howls of anguish from enthusiasts hoping to view Shelby's superb driving in So. Calif., for Edgar bluntly told the writer, "I don't think I'll run my cars again except for money."

(EDITOR'S NOTE — Shelby, however, may drive for other car owners in SCCA races. See Orange Bowl story on Page 1.)

A virtual unknown until he placed second behind Shelby during the SCCA National Nov. 17 at Riverside International Raceway, Gurney gets an opportunity rarely accorded a driver with his limited experience. However, there's little doubt in Edgar's mind that Gurney, who won the Paramount Ranch feature Dec. 8, isn't ready.

BEAT TOP DRIVERS

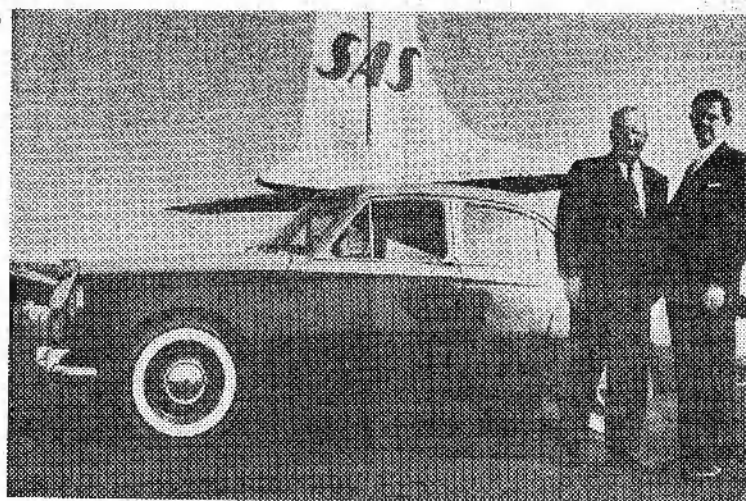
"You saw him take quite a few good lads into camp at Riverside," Edgar pointed out. "Look what he did to the likes of Walt Hansgen, Masten Gregory, Richie Ginther, Johnny von Neumann, Paul O'Shea and Jack McAfee. They all had pretty fair equipment while he was driving a tired, old 1954 Ferrari."

"Enzo Ferrari and Luigi Chinetti agreed with me that Gurney deserved his chance in the big-time right now. So, his first pro start will be in my 4.9 Ferrari Feb. 16 at Havana, Cuba," Edgar continued.

Shelby is slated to pilot the 4.5 Maserati 450 S in which he won at Riverside, as a new 4.1 Ferrari similar to that Phil Hill drove to victory at Elkhart Lake if Chinetti can deliver it in time.

Following the Havana meet the Edgar Scuderia heads for a San Salvador race Feb. 27. As usual, Chief Mechanic Joe Landaker handles the wrenches. They'll return home following the San Salvador speedfest and further plans will be mapped at that time. It's likely the entire Edgar contingent will trek to Europe.

His projected withdrawal from "amateur" racing as presently conducted in the United States is purely "a business matter," Edgar emphasized. "I have no quarrel with SCCA or any other club. As one who has gotten into the sports car game pretty deep within the past 10 years, I can tell you that big-time sports car racing can never come to the United States under the present set-up. There could be an important change this year, but I can't say more at this time."



BACK in U.S. after trip to England via SAS are Peter G. Gough, left, president of Gough Industries, Inc., and John Beazley, general manager of Gough's automotive division. They will import record number of BMC's Austin-Healeys, MGs and Morris' during 1958.

FORMULA III RACING

By MIKE SIAKOOLES

Recently Harry Morrow took his Cooper Norton for practice at the new Riverside track, chiefly to find out how a Formula III car would go there. He put on the biggest gear

he had — a 24-tooth sprocket, which at 6000-rpm and 500x15 tires gives a top speed of 109-mph. On the second lap, the tach broke, but with his many years of listening to the peculiar and particular sounds and vibrations made by a 500, he was still able to achieve the desired 6000rpm.

After Harry's tryout and other observations of the entire course by him and several other members of the 500 club, it was agreed the course is ideal for 500 races. Those racing had better make doubly sure their wheels are well balanced because at the speed attained, there can be little margin for error and none for neglect. Remember to bring your biggest gears—it may not get you off the line but on no place on the course will you ever get below second gear.

SAFETY MEASURE

The latest tech requirement is a rolling brake test in the warm-up area before the car is even able to practice. Precautionary measures such as these may well mean the difference be-

tween success and save the day for the car and yourself.

I just heard the other day that there are now Coopers in the San Diego area. This is always welcome and heartening news.

Ray Wilkinson has been having a lot of teething problems with the two-stroke engine in George Holcomb's car. He has gone to fuel injection, using Amels carbs. When he at last figured he had the fuel flow just right and no more flat spots, one of the rods bent. He is now hard at work building a new lower end, new rods and heavier three main bearing crank. If this engine proves to be a Norton beater, Ray will have them for sale. The price will be somewhere below \$700. At that price a fellow couldn't go wrong. Parts for these machines would be as near as your telephone. This is probably one of the finest all-out efforts in Formula III racing I have ever seen.

8000RPMs

While I am on the subject of engines, the new 30.50 B.S.A. single puts out 48hp on pump gas. It will turn up to 8000rpm and parts will be readily available. The cam can be changed as easily as you would gears. The gear box is as rugged as a big Burman but has needle bearings instead of bronze bushings.

Dick Rodgers' Cooper DO Norton is a shining example of a Formula III fan's dream. Dick's car is undoubtedly one of the best-prepared cars on the West Coast. Those who doubt this have only to look at the point standings. Although Dick is still comparatively new to the sport, he shows remarkable promise. Jay Chamberlain, his boss, has given him many helpful points to improve his style. The next time you are at a race, notice the relaxed driving position he maintains and compare it with some of the near greats in the sports car kingdom and tell me if he isn't championship caliber material.

The 500cc Club has received several letters of acknowledgement from the H class boys indicating their willingness to participate with us in our racing events. If it comes about as planned, it will be a welcome advantage to us all.

For further information, contact the 500cc Club of America, Inc., at 2708 W. Magnolia Blvd. Or better still come to our next meeting. They are held the first Monday of every month at 8 pm. at North Hollywood Park Play-ground Clubhouse.

EXCELLENT DINNERS & COCKTAILS

RACING MOVIES EVERY TUES., THURS. & SAT. NIGHTS

BOB DRAKES **GRAND PRIX** 8204 BEVERLY BLVD.

OPEN 4 P.M. DAILY • WE. 6-9583

EXCLUSIVE DEALER FOR...



FIAT

SALES & SERVICE

MONISE MOTORS, INC.

COMPLETE SERVICE FOR IMPORTED CARS

SPORTS RACING SUITS RACING GLOVES

ANDERSON CRASH HELMETS

DYNAMOMETER TUNING COMPLETE PARTS DEPT.

90 SANTA ANITA AVE.

SY. 3-3953

CORNER WALNUT PASADENA, CALIF.

RY. 1-5746



European Scene

By W. Robert Nitske

TARUFFI HAD POINTS, BUT WHY ALL GORY TITLES?

WITH THE European sports car racing season now history, it might be profitable to review some of the aspects of it, as Piero Taruffi has done in his recent article in the Saturday Evening Post. Well, perhaps not as profitable as that one.

Taruffi has been racing motorcycles and automobiles for 34 years and is an authority on road races. Out of the 132 road races he participated in, he won 42, an impressive number indeed. In addition, the Italian established 32 international records, and lately he is best known for his development of the twin boom motorcycle, the Tarf. As an industrial designer and engineer, Taruffi has contributed appreciably to motorcycle and automobile development over the year.

NO ROAD RACING

Now in his fiftieth year, Taruffi will quit road racing, but might partake in Grand Prix events on closed circuits. The game is for younger men, he said, and road races are outmoded by modern power plants anyway. While these events once served to test new cars, this primary purpose has been eliminated by the extensive testing at the various factories.

The large and ever more powerful sports car engines have, of course, been of great concern to the officials. While not actually prohibiting their participation in championship events, the points for the coups des constructeurs will be awarded only to cars with 3 liter engines. Larger displacement cars can take part in these races, but the FIA will not consider them in the official standings. The net effect of this ruling should be that not many, if indeed any, such cars will be entered by their respective factories.

Taruffi feels that the further development of smaller displacement cars, for instance the 1500cc weighing 1650 pounds, will prove a boon to the racing interests. However, such a machine is not appreciably slower than the larger displacement cars.

GORY TITLES

As an outspoken advocate

against races for sports cars on regular, open highways which are at times not even adequate to accommodate the usual traffic at reasonable speeds, Taruffi speaks for many enthusiasts of the sport. However, the title of the article, "Stop Us Before We Kill Again," could certainly be considered somewhat sensational. Surely the sub-heading, "A world-famous road-race driver calls for the abolition of this murderous sport. He tells why it has become too deadly for drivers and spectators alike," has a strong macabre flavor.

Taruffi believes that 60% of the drivers who have raced with him since 1923 have been killed, and he mentions some, Ascari, Castellotti, and de Portago as recent victims.

Illustrated with two large photographs of the Le Mans holocaust and several racing pictures of Watkins Glen and the Mille Miglia, the article also used a picture of the demolished de Portago machine and a photo of the Spanish nobleman. A photo of Taruffi, after winning the 1957 Mille Miglia, is also used.

Although the article makes clear that the concern is with various races staged on open highways, a box lists the major racing disasters. The ten greatest catastrophes, beginning with the 1928 European Grand Prix at Monza when 28 were killed, list also road circuit deaths. The 1947 death of 5 at Modena; 1948, 7 at Brno; 1952, 13 at Gladbach; 1953, 10 at Buenos Aires; 1955, 82 at Le Mans, were at well policed circuits. The Mille Miglia disasters in 1938 when 10 met death, 1956, when 6 were killed, and 1957 with 14 dead, as well as the 1953 Mexican road race with 6 fatalities, were examples suited to the author's purpose.

Taruffi concludes that "death has simply become too easy, and anything that is too easy loses its appeal."

Racing, as most exacting and demanding of sports, has always been dangerous. Strict supervision can reduce that element to a minimum, but never eliminate it completely.

★ TRIUMPH TR3
★ ALFA ROMEO
★ MERCEDES BENZ
★ RENAULT
★ SIMCA
★ BORGWARD
★ ENGLISH FORD
★ GOLIATH
★ DKW
★ HILLMAN MINX

NICK PASTOR
3451
FIRESTONE
South Gate,
California
LOraine
7-2161

CHUCK PORTER'S

SPORTS



CAR

CENTER

COMPLETE SERVICE ON ALL SPORTS CARS

THE LARGEST INDEPENDENT SPORTS CAR REPAIR SHOP IN THIS AREA

ENGINE AND BODY WORK — PAINTING — STORAGE

FRAMEWORK — FRONT END ALIGNMENT — GAS — LUBRICATION

1768 N. Cahuenga, Hollywood HO. 5-6224

The World's
SAFEST
TIRE

DUNLOP

We Carry a
Complete Line
of Tires
and Tubes

GARDNER-REYNOLDS, INC.

4758 E. Olympic Blvd. Los Angeles 22, California

Angelus 9-0707

We Repair All Sizes
Foreign Car Tires
WITH
100% NATURAL
ROAD RACING
RUBBER

VIGNETTES BY VIGNOLLE

(Continued from Page 3)

SCCA, announced it was his swan song. Said he was getting too old. A lot of upstarts wish they could tool a machine the way he does!

Jimmy started sports car racing in 1954 with a Jag XK120 convertible. And he once beat CARROLL SHELBY. Wonder if the Texan remembers that. It was long ago at Ruidoso, N.M. Carroll was steering a C Jag.

Dr. Dick Thompson, the Washington Corvette ace, must be a toughie. Remember his beef a few seasons back with Rudy Cleye at Palm Springs? And at Nassau, Lek von Kaesborg, the 300SL pilot, complained after Thompson slammed into his car, bashing in the side. "At least you ought to say you're sorry," Lek protested. "Well," countered the molar mechanic, "it just so happens I am not a bit sorry!" Vive la sportsmanship (con amore)!

It was pleasant indeed receiving copy by messenger at the swank Dolphin Hotel, with the notation in bold type on the envelope: **ON HER MAJESTY'S SERVICE**. The Nassau Development Board did things up right.

Contrary to rumors in the east and in Europe, John Edgar is not pulling the pin as a racing patron—he's just getting smart (surprised it took this long) and getting out of these phony "amateur" races and the tin-cup routine. Temple Buell allegedly is getting off the simonpure kick, too.

Carroll Shelby, his No. 1 driver, has the right idea, also. He was our aerial compaignon de voyage from Miami as far as Dallas. Talk got around to a race that allegedly is coming off in San Salvador next month, the week after Havana. He said he had been offered \$5000 appearance scratch.

"Are you going?" this observer asked innocently enough.

"Man, for 5 grand I'd race anywhere," he drawled.

Incidentally, this fantastic moving around he does all over the country and flying back and forth from Europe is beginning to tell on him. He looks plenty beat. And he admitted it was affecting his driving. "Brother, it is a grind," he sighed.

Luigi Chinetti, the NY Ferrari mogul, has been named U. S. rep for the Cuba race Feb. 16, and for this one it is reported Edgar picks up \$6000 starting dough for two cars.

Cal. Club Promoter Steering Hawaii Races

The Hawaii races will be run May 9-10-11, and guess who is running the show? None other than the promoter of the Cal Club races. He was hired by Ray Turnbull, who had the misfortune last year of staging what was termed an artistic success, but a financial flopper.

It will be interesting to see what the CSCC promoter can do without the full resources of the amateur club helpmates. Those islanders will really have to move. Here's hoping—for Turnbull's and the islanders' sake.

NOTES—That blathering mountebank who has been carping about the Sacramento races (where a spectator suffered MINOR injuries) and rapping the S. F. SCCA might now tell us about Paramount Ranch and the CSCC. . . Wonder if ol' GH, the Great-I-Am of sports cars, took to heart some of the sage advice imparted by John Malone. . . Plans are underway to switch the Avandaro race next April to Mexico City. Former site was too far from the population center. The Mexicans will come up with a juicy prize list. . . Overheard: "The penalty for going into a turn too fast should not be death. That is a disgrace." . . My Latin spies report Tony Parravano was spotted recently in Guadalajara, Mexico. He was interested in a real estate deal there, said he would like to race his cars (expensive, too) at the Jalisco city. Does anyone know where all that tremendous machinery is?

The gilt-edged boobs who oppose roll bars and defend their "stand" by saying that European Grand Prix drivers never would consider that safety device, ought to talk to Masten Gregory, the bespectacled Kansas City phenom who had a good season in 1957 on the other side of the Atlantic. He flipped his Maserati (the one ol' GH said would not race at Riverside, but DID!) last month at Caracas. It was a bad one, and the only reason he is alive today is because he had installed the head rest variety of roll bar. It was the same kind of a deal that saved Chick Lison at Arcata. . . Alfred Allee has high praise for those Paramount Ranch practice sessions, adding they are beneficial because time is taken out for instruction.

Senator Would Outlaw All Motor Racing

There is talk in the east that some Senator is trying to introduce a bill into Congress to outlaw ALL motor racing, due to Taruffi's article in the SEP. . . Rumor: That a Cal Club nabob tested some links of the chain that the late Jim Firestone used between his seat belt and the eye-bolts and found that they opened at 180 pounds. . . And how did this belt get through tech inspection?

Asks Bill Shedenheim, whose "Slightly Modified" column in MOTORACING is drawing raves not only locally, but throughout the U. S. and other foreign points we've visited lately, "Why is it that no one mentions Magnafluxing the front ends and steering of cars anymore, with the exception of the 500 Club (which insists on it once a year and on EVERY new car) when they used to be so hot on the subject? . . . Non-Rumor: Because he got only scant mention in a R&T yarn, that driver (you-know-who) called up the mag and raised all kinds of hell. This bloke will NEVER learn!

Adding to the festive Yuletide spirit was receiving joyous wishes from Johnny Green and Len Weissman of Renault, Vilem and Zaz Haan of Haan Foreign Car Accessories, Bob Drake and

(Continued on Page 10, Cols. 1-2)

Complete 1957 SCCA National Point Standings

CLASS B SPORTS			CLASS C SPORTS			CLASS D SPORTS			CLASS E SPORTS			CLASS F SPORTS			CLASS G SPORTS			CLASS H SPORTS			CLASS I SPORTS			CLASS J SPORTS			CLASS K SPORTS			CLASS L SPORTS			CLASS M SPORTS			CLASS N SPORTS			CLASS O SPORTS			CLASS P SPORTS			CLASS Q SPORTS			CLASS R SPORTS			CLASS S SPORTS			CLASS T SPORTS			CLASS U SPORTS			CLASS V SPORTS			CLASS W SPORTS			CLASS X SPORTS			CLASS Y SPORTS			CLASS Z SPORTS			CLASS AA SPORTS			CLASS AB SPORTS			CLASS AC SPORTS			CLASS AD SPORTS			CLASS AE SPORTS			CLASS AF SPORTS			CLASS AG SPORTS			CLASS AH SPORTS			CLASS AI SPORTS			CLASS AJ SPORTS			CLASS AK SPORTS			CLASS AL SPORTS			CLASS AM SPORTS			CLASS AN SPORTS			CLASS AO SPORTS			CLASS AP SPORTS			CLASS AQ SPORTS			CLASS AR SPORTS			CLASS AS SPORTS			CLASS AT SPORTS			CLASS AU SPORTS			CLASS AV SPORTS			CLASS AW SPORTS			CLASS AX SPORTS			CLASS AY SPORTS			CLASS AZ SPORTS			CLASS BA SPORTS			CLASS BB SPORTS			CLASS BC SPORTS			CLASS BD SPORTS			CLASS BE SPORTS			CLASS BF SPORTS			CLASS BG SPORTS			CLASS BH SPORTS			CLASS BI SPORTS			CLASS BJ SPORTS			CLASS BK SPORTS			CLASS BL SPORTS			CLASS BM SPORTS			CLASS BN SPORTS			CLASS BO SPORTS			CLASS BP SPORTS			CLASS BQ SPORTS			CLASS BR SPORTS			CLASS BS SPORTS			CLASS BT SPORTS			CLASS BU SPORTS			CLASS BV SPORTS			CLASS BW SPORTS			CLASS BX SPORTS			CLASS BY SPORTS			CLASS BZ SPORTS			CLASS CA SPORTS			CLASS CB SPORTS			CLASS CC SPORTS			CLASS CD SPORTS			CLASS CE SPORTS			CLASS CF SPORTS			CLASS CG SPORTS			CLASS CH SPORTS			CLASS CI SPORTS			CLASS CJ SPORTS			CLASS CK SPORTS			CLASS CL SPORTS			CLASS CM SPORTS			CLASS CN SPORTS			CLASS CO SPORTS			CLASS CP SPORTS			CLASS CQ SPORTS			CLASS CR SPORTS			CLASS CS SPORTS			CLASS CT SPORTS			CLASS CU SPORTS			CLASS CV SPORTS			CLASS CW SPORTS			CLASS CX SPORTS			CLASS CY SPORTS			CLASS CZ SPORTS			CLASS DA SPORTS			CLASS DB SPORTS			CLASS DC SPORTS			CLASS DD SPORTS			CLASS DE SPORTS			CLASS DF SPORTS			CLASS DG SPORTS			CLASS DH SPORTS			CLASS DI SPORTS			CLASS DJ SPORTS			CLASS DK SPORTS			CLASS DL SPORTS			CLASS DM SPORTS			CLASS DN SPORTS			CLASS DO SPORTS			CLASS DP SPORTS			CLASS DQ SPORTS			CLASS DR SPORTS			CLASS DS SPORTS			CLASS DT SPORTS			CLASS DU SPORTS			CLASS DV SPORTS			CLASS DW SPORTS			CLASS DX SPORTS			CLASS DY SPORTS			CLASS DZ SPORTS			CLASS EA SPORTS			CLASS EB SPORTS			CLASS EC SPORTS			CLASS ED SPORTS			CLASS EE SPORTS			CLASS EF SPORTS			CLASS EG SPORTS			CLASS EH SPORTS			CLASS EI SPORTS			CLASS EJ SPORTS			CLASS EK SPORTS			CLASS EL SPORTS			CLASS EM SPORTS			CLASS EN SPORTS			CLASS EO SPORTS			CLASS EP SPORTS			CLASS EQ SPORTS			CLASS ER SPORTS			CLASS ES SPORTS			CLASS ET SPORTS			CLASS EU SPORTS			CLASS EV SPORTS			CLASS EW SPORTS			CLASS EX SPORTS			CLASS EY SPORTS			CLASS EZ SPORTS			CLASS FA SPORTS			CLASS FB SPORTS			CLASS FC SPORTS			CLASS FD SPORTS			CLASS FE SPORTS			CLASS FF SPORTS			CLASS FG SPORTS			CLASS FH SPORTS			CLASS FI SPORTS			CLASS FJ SPORTS			CLASS FK SPORTS			CLASS FL SPORTS			CLASS FM SPORTS			CLASS FN SPORTS			CLASS FO SPORTS			CLASS FP SPORTS			CLASS FQ SPORTS			CLASS FR SPORTS			CLASS FS SPORTS			CLASS FT SPORTS			CLASS FU SPORTS			CLASS FV SPORTS			CLASS FW SPORTS			CLASS FX SPORTS			CLASS FY SPORTS			CLASS FZ SPORTS			CLASS GA SPORTS			CLASS GB SPORTS			CLASS GC SPORTS			CLASS GD SPORTS			CLASS GE SPORTS			CLASS GF SPORTS			CLASS GG SPORTS			CLASS GH SPORTS			CLASS GI SPORTS			CLASS GJ SPORTS			CLASS GK SPORTS			CLASS GL SPORTS			CLASS GM SPORTS			CLASS GN SPORTS			CLASS GO SPORTS			CLASS GP SPORTS			CLASS GQ SPORTS			CLASS GR SPORTS			CLASS GS SPORTS			CLASS GT SPORTS			CLASS GU SPORTS			CLASS GV SPORTS			CLASS GW SPORTS			CLASS GX SPORTS			CLASS GY SPORTS			CLASS GZ SPORTS			CLASS HA SPORTS			CLASS HB SPORTS			CLASS HC SPORTS			CLASS HD SPORTS			CLASS HE SPORTS			CLASS HF SPORTS			CLASS HG SPORTS			CLASS HH SPORTS			CLASS HI SPORTS			CLASS HJ SPORTS			CLASS HK SPORTS			CLASS HL SPORTS			CLASS HM SPORTS			CLASS HN SPORTS			CLASS HO SPORTS			CLASS HP SPORTS			CLASS HQ SPORTS			CLASS HR SPORTS			CLASS HS SPORTS			CLASS HT SPORTS			CLASS HU SPORTS			CLASS HV SPORTS			CLASS HW SPORTS			CLASS HX SPORTS			CLASS HY SPORTS			CLASS HZ SPORTS			CLASS IA SPORTS			CLASS IB SPORTS			CLASS IC SPORTS			CLASS ID SPORTS			CLASS IE SPORTS			CLASS IF SPORTS			CLASS IG SPORTS			CLASS IH SPORTS			CLASS IJ SPORTS			CLASS IK SPORTS			CLASS IL SPORTS			CLASS IM SPORTS			CLASS IN SPORTS			CLASS IO SPORTS			CLASS IP SPORTS			CLASS IQ SPORTS			CLASS IR SPORTS			CLASS IS SPORTS			CLASS IT SPORTS			CLASS IU SPORTS			CLASS IV SPORTS			CLASS IW SPORTS			CLASS IX SPORTS			CLASS IY SPORTS			CLASS IZ SPORTS			CLASS JA SPORTS			CLASS JB SPORTS			CLASS JC SPORTS			CLASS JD SPORTS			CLASS JE SPORTS			CLASS JF SPORTS			CLASS JG SPORTS			CLASS JH SPORTS			CLASS JI SPORTS			CLASS JJ SPORTS			CLASS JK SPORTS			CLASS JL SPORTS			CLASS JM SPORTS			CLASS JN SPORTS			CLASS JO SPORTS			CLASS JP SPORTS			CLASS JQ SPORTS			CLASS JR SPORTS			CLASS JS SPORTS			CLASS JT SPORTS			CLASS JU SPORTS			CLASS JV SPORTS			CLASS JW SPORTS			CLASS JX SPORTS			CLASS JY SPORTS			CLASS JZ SPORTS			CLASS KA SPORTS			CLASS KB SPORTS			CLASS KC SPORTS			CLASS KD SPORTS			CLASS KE SPORTS			CLASS KF SPORTS			CLASS KG SPORTS			CLASS KH SPORTS			CLASS KI SPORTS			CLASS KJ SPORTS			CLASS KK SPORTS			CLASS KL SPORTS			CLASS KM SPORTS			CLASS KN SPORTS			CLASS KO SPORTS			CLASS KP SPORTS			CLASS KQ SPORTS			CLASS KR SPORTS			CLASS KS SPORTS			CLASS KT SPORTS			CLASS KU SPORTS			CLASS KV SPORTS			CLASS KW SPORTS			CLASS KX SPORTS			CLASS KY SPORTS			CLASS KZ SPORTS			CLASS LA SPORTS			CLASS LB SPORTS			CLASS LC SPORTS			CLASS LD SPORTS			CLASS LE SPORTS			CLASS LF SPORTS			CLASS LG SPORTS			CLASS LH SPORTS			CLASS LI SPORTS			CLASS LJ SPORTS			CLASS LK SPORTS			CLASS LL SPORTS			CLASS LM SPORTS			CLASS LN SPORTS			CLASS LO SPORTS			CLASS LP SPORTS			CLASS LQ SPORTS			CLASS LR SPORTS			CLASS LS SPORTS			CLASS LT SPORTS			CLASS LU SPORTS			CLASS LV SPORTS			CLASS LW SPORTS			CLASS LX SPORTS			CLASS LY SPORTS			CLASS LZ SPORTS			CLASS MA SPORTS			CLASS MB SPORTS			CLASS MC SPORTS			CLASS MD SPORTS			CLASS ME SPORTS			CLASS MF SPORTS			CLASS MG SPORTS			CLASS MH SPORTS			CLASS MI SPORTS			CLASS MJ SPORTS			CLASS MK SPORTS			CLASS ML SPORTS			CLASS MM SPORTS			CLASS MN SPORTS			CLASS MO SPORTS			CLASS MP SPORTS			CLASS MQ SPORTS			CLASS MR SPORTS			CLASS MS SPORTS			CLASS MT SPORTS			CLASS MU SPORTS			CLASS MV SPORTS			CLASS MW SPORTS			CLASS MX SPORTS			CLASS MY SPORTS			CLASS MZ SPORTS			CLASS NA SPORTS			CLASS NB SPORTS			CLASS NC SPORTS			CLASS ND SPORTS			CLASS NE SPORTS			CLASS NF SPORTS			CLASS NG SPORTS			CLASS NH SPORTS			CLASS NI SPORTS			CLASS NJ SPORTS			CLASS NK SPORTS			CLASS NL SPORTS			CLASS NM SPORTS			CLASS NN SPORTS			CLASS NO SPORTS			CLASS NP SPORTS			CLASS NQ SPORTS			CLASS NR SPORTS			CLASS NS SPORTS			CLASS NT SPORTS			CLASS NU SPORTS			CLASS NV SPORTS			CLASS NW SPORTS			CLASS NX SPORTS			CLASS NY SPORTS			CLASS NZ SPORTS			CLASS OA SPORTS			CLASS OB SPORTS			CLASS OC SPORTS			CLASS OD SPORTS			CLASS OE SPORTS			CLASS OF SPORTS			CLASS OG SPORTS			CLASS OH SPORTS			CLASS OI SPORTS			CLASS OJ SPORTS			CLASS OK SPORTS			CLASS OL SPORTS			CLASS OM SPORTS			CLASS ON SPORTS			CLASS OO SPORTS			CLASS OP SPORTS			CLASS OQ SPORTS			CLASS OR SPORTS			CLASS OS SPORTS			CLASS OT SPORTS			CLASS OU SPORTS			CLASS OV SPORTS			CLASS OW SPORTS			CLASS OX SPORTS			CLASS OY SPORTS			CLASS OZ SPORTS			CLASS PA SPORTS			CLASS PB SPORTS			CLASS PC SPORTS			CLASS PD SPORTS			CLASS PE SPORTS			CLASS PF SPORTS			CLASS PG SPORTS			CLASS PH SPORTS			CLASS PI SPORTS			CLASS PJ SPORTS			CLASS PK SPORTS			CLASS PL SPORTS			CLASS PM SPORTS			CLASS PN SPORTS			CLASS PO SPORTS			CLASS PP SPORTS			CLASS PQ SPORTS			CLASS PR SPORTS			CLASS PS SPORTS			CLASS PT SPORTS			CLASS PU SPORTS			CLASS PV SPORTS			CLASS PW SPORTS			CLASS PX SPORTS			CLASS PY SPORTS			CLASS PZ SPORTS			CLASS QA SPORTS			CLASS QB SPORTS			CLASS QC SPORTS			CLASS QD SPORTS			CLASS QE SPORTS			CLASS QF SPORTS			CLASS QG SPORTS			CLASS QH SPORTS			CLASS QI SPORTS			CLASS QJ SPORTS			CLASS QK SPORTS			CLASS QL SPORTS			CLASS QM SPORTS			CLASS QN SPORTS			CLASS QO SPORTS			CLASS QP SPORTS			CLASS QQ SPORTS			CLASS QR SPORTS			CLASS QS SPORTS			CLASS QT SPORTS			CLASS QU SPORTS			CLASS QV SPORTS			CLASS QW SPORTS			CLASS QX SPORTS			CLASS QY SPORTS			CLASS QZ SPORTS			CLASS RA SPORTS			CLASS RB SPORTS			CLASS RC SPORTS			CLASS RD SPORTS			CLASS RE SPORTS			CLASS RF SPORTS			CLASS RG SPORTS			CLASS RH SPORTS			CLASS RI SPORTS			CLASS RJ SPORTS			CLASS RK SPORTS			CLASS RL SPORTS			CLASS RM SPORTS			CLASS RN SPORTS			CLASS RO SPORTS			CLASS RP SPORTS			CLASS RQ SPORTS			CLASS RR SPORTS			CLASS RS SPORTS			CLASS RT SPORTS			CLASS RU SPORTS			CLASS RV SPORTS			CLASS RW SPORTS			CLASS RX SPORTS			CLASS RY SPORTS			CLASS RZ SPORTS			CLASS SA SPORTS			CLASS SB SPORTS			CLASS SC SPORTS			CLASS SD SPORTS			CLASS SE SPORTS			CLASS SF SPORTS			CLASS SG SPORTS			CLASS SH SPORTS			CLASS SI SPORTS			CLASS SJ SPORTS			CLASS SK SPORTS			CLASS SL SPORTS			CLASS SM SPORTS			CLASS SN SPORTS			CLASS SO SPORTS			CLASS SP SPORTS			CLASS SQ SPORTS			CLASS SR SPORTS			CLASS SS SPORTS			CLASS ST SPORTS			CLASS SU SPORTS			CLASS SV SPORTS			CLASS SW SPORTS			CLASS SX SPORTS			CLASS SY SPORTS			CLASS SZ SPORTS			CLASS TA SPORTS			CLASS TB SPORTS			CLASS TC SPORTS			CLASS TD SPORTS			CLASS TE SPORTS			CLASS TF SPORTS			CLASS TG SPORTS			CLASS TH SPORTS			CLASS TI SPORTS			CLASS TJ SPORTS			CLASS TK SPORTS			CLASS TL SPORTS			CLASS TM SPORTS			CLASS TN SPORTS			CLASS TO SPORTS			CLASS TP SPORTS			CLASS TQ SPORTS			CLASS TR SPORTS			CLASS TS SPORTS			CLASS TU SPORTS			CLASS TV SPORTS			CLASS TW SPORTS			CLASS TX SPORTS			CLASS TY SPORTS			CLASS TZ SPORTS			CLASS UA SPORTS			CLASS UB SPORTS			CLASS UC SPORTS			CLASS UD SPORTS			CLASS UE SPORTS			CLASS UF SPORTS			CLASS UG SPORTS			CLASS UH SPORTS			CLASS UI SPORTS			CLASS UJ SPORTS			CLASS UK SPORTS			CLASS UL SPORTS			CLASS UM SPORTS			CLASS UN SPORTS			CLASS UO SPORTS			CLASS UP SPORTS			CLASS UQ SPORTS			CLASS UR SPORTS			CLASS US SPORTS			CLASS UT SPORTS			CLASS UV SPORTS			CLASS UW SPORTS			CLASS UX SPORTS			CLASS UY SPORTS			CLASS UZ SPORTS			CLASS VA SPORTS			CLASS VB SPORTS			CLASS VC SPORTS			CLASS VD SPORTS			CLASS VE SPORTS			CLASS VF SPORTS			CLASS VG SPORTS			CLASS VH SPORTS			CLASS VI SPORTS			CLASS VJ SPORTS			CLASS VK SPORTS			CLASS VL SPORTS			CLASS VM SPORTS			CLASS VN SPORTS			CLASS VO SPORTS			CLASS VP SPORTS			CLASS VQ SPORTS			CLASS VR SPORTS			CLASS VS SPORTS			CLASS VT SPORTS			CLASS VU SPORTS			CLASS VV SPORTS			CLASS VW SPORTS			CLASS VX SPORTS			CLASS VY SPORTS			CLASS VZ SPORTS			CLASS WA SPORTS			CLASS WB SPORTS			CLASS WC SPORTS			CLASS WD SPORTS			CLASS WE SPORTS			CLASS WF SPORTS			CLASS WG SPORTS			CLASS WH SPORTS			CLASS WI SPORTS			CLASS WJ SPORTS			CLASS WK SPORTS			CLASS WL SPORTS			CLASS WM SPORTS			CLASS WN SPORTS			CLASS WO SPORTS			CLASS WP SPORTS			CLASS WQ SPORTS			CLASS WR SPORTS			CLASS WS SPORTS			CLASS WT SPORTS			CLASS WU SPORTS			CLASS WV SPORTS			CLASS WW SPORTS			CLASS WX SPORTS			CLASS WY SPORTS			CLASS WZ SPORTS			CLASS XA SPORTS			CLASS XB SPORTS			CLASS XC SPORTS			CLASS XD SPORTS			CLASS XE SPORTS			CLASS XF SPORTS			CLASS XG SPORTS			CLASS XH SPORTS			CLASS XI SPORTS			CLASS XJ SPORTS			CLASS XK SPORTS			CLASS XL SPORTS			CLASS XM SPORTS			CLASS XN SPORTS			CLASS XO SPORTS			CLASS XP SPORTS			CLASS XQ SPORTS			CLASS XR SPORTS			CLASS XS SPORTS			CLASS XT SPORTS			CLASS XU SPORTS			CLASS XV SPORTS			CLASS XW SPORTS			CLASS XX SPORTS			CLASS XY SPORTS			CLASS XZ SPORTS			CLASS YA SPORTS			CLASS YB SPORTS			CLASS YC SPORTS			CLASS YD SPORTS			CLASS YE SPORTS			CLASS YF SPORTS			CLASS YG SPORTS			CLASS YH SPORTS			CLASS YI SPORTS			CLASS YJ SPORTS			CLASS YK SPORTS			CLASS YL SPORTS			CLASS YM SPORTS			CLASS YN SPORTS			CLASS YO SPORTS			CLASS YP SPORTS			CLASS YQ SPORTS			CLASS YR SPORTS			CLASS YS SPORTS			CLASS YT SPORTS			CLASS YU SPORTS			CLASS YV SPORTS			CLASS YW SPORTS			CLASS YX SPORTS			CLASS YY SPORTS			CLASS YZ SPORTS			CLASS ZA SPORTS			CLASS ZB SPORTS			CLASS ZC SPORTS			CLASS ZD SPORTS			CLASS ZE SPORTS			CLASS ZF SPORTS			CLASS ZG SPORTS			CLASS ZH SPORTS			CLASS ZI SPORTS			CLASS ZJ SPORTS			CLASS ZK SPORTS			CLASS ZL SPORTS			CLASS ZM SPORTS			CLASS ZN SPORTS			CLASS ZO SPORTS			CLASS ZP SPORTS			CLASS ZQ SPORTS			CLASS ZR SPORTS			CLASS ZS SPORTS			CLASS ZT SPORTS			CLASS ZU SPORTS			CLASS ZV SPORTS			CLASS ZW SPORTS			CLASS ZX SPORTS			CLASS ZY SPORTS			CLASS ZZ SPORTS			CLASS AA SPORTS			CLASS AB SPORTS			CLASS AC SPORTS			CLASS AD SPORTS			CLASS AE SPORTS			CLASS AF SPORTS			CLASS AG SPORTS			CLASS AH SPORTS			CLASS AI SPORTS			CLASS AJ SPORTS			CLASS AK SPORTS			CLASS AL SPORTS			CLASS AM SPORTS			CLASS AN SPORTS			CLASS AO SPORTS			CLASS AP SPORTS			CLASS AQ SPORTS			CLASS AR SPORTS			CLASS AS SPORTS			CLASS AT SPORTS			CLASS AU SPORTS			CLASS AV SPORTS			CLASS AW SPORTS			CLASS AX SPORTS			CLASS AY SPORTS			CLASS AZ SPORTS			CLASS BA SPORTS			CLASS BB SPORTS			CLASS BC SPORTS			CLASS BD SPORTS			CLASS BE SPORTS			CLASS BF SPORTS			CLASS BG SPORTS			CLASS BH SPORTS			CLASS BI SPORTS			CLASS BJ SPORTS			CLASS BK SPORTS			CLASS BL SPORTS			CLASS BM SPORTS			CLASS BN SPORTS			CLASS BO SPORTS			CLASS BP SPORTS			CLASS BQ SPORTS			CLASS BR SPORTS			CLASS BS SPORTS			CLASS BT SPORTS			CLASS BU SPORTS			CLASS BV SPORTS			CLASS BW SPORTS			CLASS BX SPORTS			CLASS BY SPORTS			CLASS BZ SPORTS			CLASS CA SPORTS			CLASS CB SPORTS			CLASS CC SPORTS			CLASS CD SPORTS			CLASS CE SPORTS			CLASS CF SPORTS			CLASS CG SPORTS			CLASS CH SPORTS			CLASS CI SPORTS			CLASS CJ SPORTS			CLASS CK SPORTS			CLASS CL SPORTS			CLASS CM SPORTS			CLASS CN SPORTS			CLASS CO SPORTS			CLASS CP SPORTS			CLASS CQ SPORTS			CLASS CR SPORTS			CLASS CS SPORTS			CLASS CT SPORTS			CLASS CU SPORTS			CLASS CV SPORTS			CLASS CW SPORTS			CLASS CX SPORTS			CLASS CY SPORTS			CLASS CZ SPORTS			CLASS DA SPORTS			CLASS DB SPORTS			CLASS DC SPORTS			CLASS DD SPORTS			CLASS DE SPORTS			CLASS DF SPORTS			CLASS DG SPORTS			CLASS DH SPORTS			CLASS DI SPORTS			CLASS DJ SPORTS			CLASS DK SPORTS			CLASS DL SPORTS			CLASS DM SPORTS			CLASS DN SPORTS			CLASS DO SPORTS			CLASS DP SPORTS			CLASS DQ SPORTS			CLASS DR SPORTS			CLASS DS SPORTS			CLASS DT SPORTS			CLASS DU SPORTS			CLASS DV SPORTS			CLASS DW SPORTS			CLASS DX SPORTS			CLASS DY SPORTS			CLASS DZ SPORTS			CLASS EA SPORTS			CLASS EB SPORTS			CLASS EC SPORTS			CLASS ED SPORTS			CLASS EE SPORTS			CLASS EF SPORTS			CLASS EG SPORTS			CLASS EH SPORTS			CLASS EI SPORTS			CLASS EJ SPORTS			CLASS EK SPORTS			CLASS EL SPORTS			CLASS EM SPORTS			CLASS EN SPORTS			CLASS EO SPORTS			CLASS EP SPORTS			CLASS EQ SPORTS			CLASS ER SPORTS			CLASS ES SPORTS			CLASS ET SPORTS			CLASS EU SPORTS			CLASS EV SPORTS			CLASS EW SPORTS			CLASS EX SPORTS			CLASS EY SPORTS			CLASS EZ SPORTS			CLASS FA SPORTS			CLASS FB SPORTS			CLASS FC SPORTS			CLASS FD SPORTS			CLASS FE SPORTS			CLASS FF SPORTS			CLASS FG SPORTS			CLASS FH SPORTS			CLASS FI SPORTS			CLASS FJ SPORTS			CLASS FK SPORTS			CLASS FL SPORTS			CLASS FM SPORTS			CLASS FN SPORTS			CLASS FO SPORTS			CLASS FP SPORTS			CLASS FQ SPORTS			CLASS FR SPORTS			CLASS FS SPORTS			CLASS FT SPORTS			CLASS FU SPORTS			CLASS FV SPORTS			CLASS FW SPORTS			CLASS FX SPORTS			CLASS FY SPORTS			CLASS FZ SPORTS			CLASS GA SPORTS			CLASS GB SPORTS			CLASS GC SPORTS			CLASS GD SPORTS			CLASS GE SPORTS			CLASS GF SPORTS			CLASS GG SPORTS			CLASS GH SPORTS			CLASS GI SPORTS			CLASS GJ SPORTS			CLASS GK SPORTS			CLASS GL SPORTS			CLASS GM SPORTS			CLASS GN SPORTS			CLASS GO SPORTS			CLASS GP SPORTS			CLASS GQ SPORTS			CLASS GR SPORTS			CLASS GS SPORTS			CLASS GT SPORTS			CLASS GU SPORTS			CLASS GV SPORTS			CLASS GW SPORTS			CLASS GX SPORTS			CLASS GY SPORTS			CLASS GZ SPORTS			CLASS HA SPORTS			CLASS HB SPORTS			CLASS HC SPORTS			CLASS HD SPORTS			CLASS HE SPORTS			CLASS HF SPORTS			CLASS HG SPORTS			CLASS HH SPORTS			CLASS HI SPORTS			CLASS HJ SPORTS			CLASS HK SPORTS			CLASS HL SPORTS			CLASS HM SPORTS			CLASS HN SPORTS			CLASS HO SPORTS			CLASS HP SPORTS			CLASS HQ SPORTS			CLASS HR SPORTS			CLASS HS SPORTS			CLASS HT SPORTS			CLASS HU SPORTS			CLASS HV SPORTS			CLASS HW SPORTS			CLASS HX SPORTS			CLASS HY SPORTS			CLASS HZ SPORTS			CLASS IA SPORTS			CLASS IB SPORTS			CLASS IC SPORTS			CLASS ID SPORTS			CLASS IE SPORTS			CLASS IF SPORTS			CLASS IG SPORTS			CLASS IH SPORTS			CLASS IJ SPORTS			CLASS IK SPORTS			CLASS IL SPORTS			CLASS IM SPORTS			CLASS IN SPORTS			CLASS IO SPORTS			CLASS IP SPORTS			CLASS IQ SPORTS			CLASS IR SPORTS			CLASS IS SPORTS			CLASS IT SPORTS			CLASS IU SPORTS			CLASS IV SPORTS			CLASS IW SPORTS			CLASS IX SPORTS			CLASS IY SPORTS			CLASS IZ SPORTS			CLASS JA SPORTS			CLASS JB SPORTS			CLASS JC SPORTS			CLASS JD SPORTS			CLASS JE SPORTS			CLASS JF SPORTS			CLASS JG SPORTS			CLASS JH SPORTS			CLASS JI SPORTS			CLASS JJ SPORTS			CLASS JK SPORTS			CLASS JL SPORTS			CLASS JM SPORTS			CLASS JN SPORTS			CLASS JO SPORTS			CLASS JP SPORTS			CLASS JQ SPORTS			CLASS JR SPORTS			CLASS JS SPORTS			CLASS JT SPORTS			CLASS JU SPORTS			CLASS JV SPORTS			CLASS JW SPORTS			CLASS JX SPORTS			CLASS JY SPORTS			CLASS JZ SPORTS			CLASS KA SPORTS			CLASS KB SPORTS			CLASS KC SPORTS			CLASS KD SPORTS			CLASS KE SPORTS			CLASS KF SPORTS			CLASS KG SPORTS			CLASS KH SPORTS			CLASS KI SPORTS			CLASS KJ SPORTS			CLASS KL SPORTS			CLASS KM SPORTS			CLASS KN SPORTS			CLASS KO SPORTS			CLASS KP SPORTS			CLASS KQ SPORTS			CLASS KR SPORTS			CLASS KS SPORTS			CLASS KT SPORTS			CLASS KU SPORTS			CLASS KV SPORTS			CLASS KW SPORTS			CLASS KX SPORTS			CLASS KY SPORTS			CLASS KZ SPORTS			CLASS LA SPORTS			CLASS LB SPORTS			CLASS LC SPORTS			CLASS LD SPORTS			CLASS LE SPORTS			CLASS LF SPORTS			CLASS LG SPORTS			CLASS LH SPORTS			CLASS LI SPORTS			CLASS LJ SPORTS			CLASS LK SPORTS			CLASS LL SPORTS			CLASS LM SPORTS			CLASS LN SPORTS			CLASS LO SPORTS			CLASS LP SPORTS			CLASS LQ SPORTS			CLASS LR SPORTS			CLASS LS SPORTS			CLASS LT SPORTS			CLASS LU SPORTS			CLASS LV SPORTS			CLASS LW SPORTS			CLASS LX SPORTS			CLASS LY SPORTS			CLASS LZ SPORTS			CLASS MA SPORTS			CLASS MB SPORTS			CLASS MC SPORTS			CLASS MD SPORTS			CLASS ME SPORTS			CLASS MF SPORTS			CLASS MG SPORTS			CLASS MH SPORTS			CLASS MI SPORTS			CLASS MJ		
----------------	--	--	----------------	--	--	----------------	--	--	----------------	--	--	----------------	--	--	----------------	--	--	----------------	--	--	----------------	--	--	----------------	--	--	----------------	--	--	----------------	--	--	----------------	--	--	----------------	--	--	----------------	--	--	----------------	--	--	----------------	--	--	----------------	--	--	----------------	--	--	----------------	--	--	----------------	--	--	----------------	--	--	----------------	--	--	----------------	--	--	----------------	--	--	----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	-----------------	--	--	----------	--	--



—W. R. C. Shedenhelm
FRANK MURPHY, left, surveys Singer's engine wreckage after he broke crank in practice recently at Pomona. They bought rusty old block and installed new pistons on Sunday, but they couldn't get timing adjusted correctly. Looking on are unidentified spectator and Driver Gordon Crowder.

VIGNETTES BY VIGNOLLE

(Continued from Page 9)

Mary Davis of the Grand Prix, Wally Parks of Hot Rod, Marvin and Edna Reichler, Dick McEntyre of Mobilgas, Clifford Emmich Jr., Roy Ray and Marge Wood of Imported Auto Service, Lindley and Ann Bothwell of L. A. Region of SCCA, Motor Imports and Staff, Skip Conklin, J. J. O'Connor of Western Automotive Journal and Rudy Cleye and Dick O'Neill of Blarney Castle, Competition Motors, Flintridge Motors, Bertha Kelly, Rene Pellandini of Worldwide Import; Irv Kreisel of Continental Car Imports; Bill and Marguerite Bowen and Joyce Barnard, Debbie Carl, Betty Holiday, Nancy Brooks and Faye Unter of Classified Depts.; Marion and Charlie Weber of MG Mitten, Dick Cook of KSFO, Hank McCance of Panam (Honolulu), Bill Schroeder, Dick Moon, of Mercedes-Benz, Val Marrs and Singer Owners' Club, Chuck Eastman of Valley Times, Dusty Brandel of Hwd Citizen-News, Bill and June Dow, Trudy Philion, Gene Cooper, Alice Song, Jaguar Jane Moore, Alvida Lane and Blanche Baker of the Disorganized Admirers, Carl and Bea Wynn of Wynn's Friction Proofing, Skip Hudson and

Glorie Duke Mater, Guadalupe Guzman, R. (Mexico City) and Lois Gaines, Barbara Novak and Gil Smith of SAS, Joel Mondeux, Floyd Clymer and Ed Elliott of Pit. Pass, Peter Page of Lodge Spark Plugs (Rugby, England), Henry (Our Far-Flung Correspondent) and Annie Manney (London), Volkswagen Club of America, Europa Motor Co., Al Torres, Lew Bracker, Motor Trend, Josh and Betty Hogue of the SF Chronicle, Ray Frug, Rebecca from Acapulco, John and Barbara Malone, Honey and H. K. Wong, Jorge Rosado of Velocidad (Mexico City), Norm Benedict of Toptex, W. H. C. Shedenhelm, Clyde Giraldo and

Reno Lawrence and Austin-Healey Owners Club, Sunnie Baker and Women's Sports Car Club, Frank and Pat Allen of Motor Classics, Burt Chalmers, Al Blanchard and Al Walker of Spotlite News, Johnny Fryer, Johnnie Walker, Evans Houghton, "Lefty" Jenkins of Jenkins Tires, and

Bob Cole of the S. F. Region of SCCA, Marion and Axel Wars (Mexico City), Carlos Covarrubias S (Mexico City), Hoffman of Calif., Chick and Louise Leson, Gordon and Ann Martin, Fred and Jackie Pfisterer, Jimmie Crum, Sam Weill of Competition Motors, George Cary Jr. (Acapulco), W. Bothwell Henderson, Anne and Denis Evans, George Barber of U. S. Rubber, Spike and Gwenn Graham of Del Monte Properties, Hank Henkel of Rootes Motors, and

Gini and Howard Swift, Joe and Margaret Smith, Tetta and Dr. Tom Richert (Honolulu), Ignacio Lozano of LA Opinion, Tracy and Kay Bird, Tom Scripps and Bob Harnar of Ford, Bill and Helen Dredge, Buck Buchwach (Honolulu), Carroll Shelby of Carroll Shelby Sports Cars, John Edgar, Jack McAfee, Steve DaCosta (Kappa, Kauai, T. H.), Haan and Hirsty of Foreign Car Service, Road America at Elkhart Lake, Gene A. Pinckney of Auto Div. of Gough Industries, Ivy Ostrow, Margaret and Art Peck, Ray and Jean Lavelly, Gloria, Betty and Gordon Glyer and

Myra and Leo Jones, John Chadwick, Jeannette and Maury Powell, George Woods, Al Dean of Dean Van Lines, Al and Ruth Papp, Sandy Karlan, Cal and Ellen Howard, Cam and June Cooper, Helen and Spence Kurtz, Mickey and Jo O'Donnell, Ann and Leo Newman, Al and Betty Santoro, Lou and Hilda Gregorius, Barney Glazer, Herb Goldsmith, Lew and Lorraine Rader, Dorothy and John Haskell, George Holland and Muebles Finos (Mexico City).

And last but not least with the greatest card of them all (To a Dear AUNT on Her Birthday*)—Joy Gurey, the well-known human being!

*... I ain't got no aunt but the store ran out of Christmas cards.

Reventlow Sports Car Races at Nurburgring

The new revolutionary Chevy-powered sports car which wealthy Lance Reventlow is having built will have its first

outing in a few months at the famed Nurburgring in Germany. It will be driven by Reventlow and Bruce Kessler, and Chuck Daigh may figure in the picture.

NEW 1958 CHEVROLETS

Biscayne*\$2050+
Yeoman Wagon* ..\$2220+
Bel Air*\$2220+
*All 2-dr.—Stick Shift—6 cyl.
+Plus optional extras
CALL
ERIC HAUSER
NO. 1-6194
If you can beat this price by at least \$100, please let me know.

FOR INSURANCE
SEE THE MAN
Who Specializes in

SPORTS CAR INSURANCE
(Also Life & Gen. Insurance)
Insurance Brokers for
Riverside International
Motor Raceway

LEWIS A. BRACKER
12049 Ventura Pl.
Studio City, Calif.
ST. 1-9458

Von Neumann Gets Argentine Invite

John von Neumann has been invited by the Ferrari factory to drive his 12-cylinder, 3-liter Testa Rossa in the 1000 Kilometers of Buenos Aires race for sports cars at the Argentine capital, Jan. 26. He was asked to team with Wolfgang Seidel.

Because time did not allow shipping the car by surface transportation, von Neumann cabled the factory to see if they were willing to pick up the air tab (\$1800 one way).

Letters

(Continued from Page 2)

fidence on the part of the organizing club in its watches and in the organization of its personnel. The six amateur clubs that were mentioned in the regulations as cooperating with the ANA in the organization did so only in a consulting capacity, and various times reminded Martin Moreno that the accuracy of the watches was of supreme importance. At one meeting with him, however, a representative of the Omega agency here told us that the watches were being adjusted (and had been for more than a month) to the 5 standard positions, and to temperature changes in an oven and in a refrigerator, and based on these adjustments and tests it was his opinion that one second would be the maximum difference between the slowest and fastest watch over 12 hours. We felt that this was adequate, but apparently in the rally the differences were considerably greater. However 4 checkpoints were cancelled (on the Mexico-Acapulco run) for excessive differences in time, when the watches were checked at the finish of the event.

I honestly do not see how a car—say from the U. S.—could possibly get a good score on the Mexico-Acapulco run without having practiced previously and annotated the location of each kilometer post—no, not even the rallye champion of America could have expected much success without having done so. My navigator and I, in the 3 runs that we made, checked the following:—a) The location of each kilometer post with relation to natural points on the surrounding terrain. b) The difference in distance between each kilometer. c) Calibrate our speedometer with the kilometer posts and adjust our tables accordingly. d) Include in our tables times at each half kilometer, so as to check that we were not getting behind or ahead. e) Keep our three watches running in special pockets next to our bodies for a week before the event, winding them every four hours and at that time checking them with station WWV in Washington, and making a chart of the watch errors which were then interpolated on our tables.

Besides all this preparation, we entered the day the entries opened, so as to secure a low number which would mean an early start from Mexico to Acapulco when the traffic was minimum (very important) and with the idea also that any watches in the controls would have less variation due to the shorter time that they had been running—(all the watches were started simultaneously at about 4 a.m. and we left at 6:26).

We also carried two radios (one short wave), food for an army, a refrigerator with cokes and water, a mattress which you could really stretch out on, with blankets and pillow, and which helped my navigator get some much-needed sleep on the run back from Vera Cruz, an extra 18 gallon gas tank permanently installed, two spare tires and a host of spare parts. The car was a '51 Ford coupe with a hot-rodged engine and a 4.1 rear axle to give maximum acceleration. Even with all that load it would pull even with a Thunderbird up to 100kph.

By the way, all those Torreon guys who were griping about the non-existent control at Toluca arrived at Mexico without one penalty point. Martin Moreno has lots of enemies, both business and personal, and they took advantage of the errors made by him and his organization to throw the book at him, and raise the biggest possible stink. I am no friend of his, and know he made some damn stupid mistakes; but considering the fact that he was planning to make the event international next year, I cannot see how an organization of millions of pesos of assets like the ANA could seriously think of a "fix" to save 100,000 pesos.

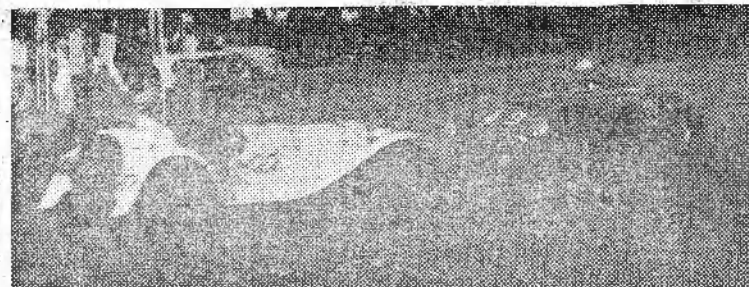
Fred van Beuren
Mexico, D. F.

EDITOR'S NOTE—The winning navigator's lengthy story makes interesting reading, and will be published in *MOTORACING* as soon as space permits.

CREDIT WILLIE WEST
Congratulations on the fine job you have been doing covering the sports car scene! I really enjoy your paper. However, I did locate an error in the San Diego charts. In Race 7 (Sunday, prod under 1600) you credited A. H. BROWN with 5th overall and 1st class G in the No. 263 Alfa. However, Willie West was the pilot. The same in race 10, you listed Palmer Hughes as the driver for 11th overall (1500 mod race) and 2nd in class G prod. Willie West is the only person who has ever raced the No. 263 Alfa. Willie also took 3rd overall in race 1. The 6th place finish in race 7 should give Willie one more point in the drivers' standings. According to our calculations with this correction, Willie should have had 35 points, after Riverside, where he picked up 5 points.

I pit crew for Willie. Thanks very much, and keep up the good work in your paper.
G. E. Thompson
San Diego, Calif.

EDITOR'S NOTE—You are correct!



—W. R. C. Shedenhelm

HALLOO DEAH!—Wrong-direction pilot here is Bruce Danielson, right, 1.9 Ferrari, who spun on turn 3 at Pomona. Other driver is David Dunbar, Fubar Merc, Spl. There was no contact.

PILOT KILLED IN TRIPLE-R RACE

COSTA MESA, Calif., Dec. 14—Elgin Holmes, of Lancaster, today won RRR's initial pro sports car feature on the Orange County Fairgrounds 2-mile course. The program was marred by the death of Stan Smith, 25, of Los Angeles when his MGA flipped once between turns 1 and 2 on the second lap of a race for under-1600cc cars. Witnesses said that Smith took a backward glance at his rivals during the race and left the course at that

point. Death was attributed to a frontal skull fracture. The car was not equipped with a roll bar.

Richie Seifried appeared he had the main event won until the clutch of his Merc-Kurtis blew only 100 yards from the finish, permitting Holmes to score in a Corvette. Hal Grist turned in a brilliant performance in a Buick-Kurtis to nail second with Bill Cantrell third in a Corvette.

The Chevy product also was tooled to victory in the women's race by Dr. Hildreth Hoppe.

SUMMARY:

RACE 1 (Six laps SEDANS—AI Caudebec, Simca; Joan Davis, Volvo; Dick Perry, V-W.

RACE 2 (10 laps) UNDER 1600cc—Don Stewart, MGA; Pat Davis, MGA; Doug Walker, Porsche.

UNDER 1300cc—John Cooper, Alfa Romeo; Chuck Charles, Alfa Romeo; Joe Occhuito, MGTD.

RACE 3 (10 laps) OVER 1600cc—Carl Grassman, Austin-Healey; Joe Puckett, TR-3; Pit Kinsolzing, Austin-Healey.

OVER 2700cc—Elgin Holmes, Corvette; Bill Cantrell, Corvette; Bob Kudler, JAG XK-140.

RACE 4 (10 laps) MODIFIED: UNDER 1500cc—Bob Norton, Porsche Special.

OVER 1500cc—Richie Seifried, Merc Kurtis; Jim Williams, Buick Kurtis; Lloyd Porter, Corvette.

WOMEN'S RACE (6 laps) OVER 2700cc—Hildreth Hoppe, Corvette.

UNDER 2700cc—Bristol Day, Arnolt Bristol; Doris Brunty, MGTD; Carol Davis, Volvo.

New T-Birds to be 4-Passenger Jobs

Production has been halted on Ford's 2-passenger T-Birds after 53,166 units were built since 1955.

New Ford T-Birds will be 4-passenger jobs on a unitized frame whose wheelbase is but 11 inches longer than former models.

BILL FALKENBERG

Automotive Specialist

JAGUAR • MG

FOREIGN CARS

Visit Our New Shop

7174 BEVERLY BLVD.

WE. 6-9090

SOUTH BAY IMPORTED CAR CENTER

BOB DRAKE
GEORGE DILLAWAY
JOHN LUMKIN

SPORTS CAR

RACING SPECIALISTS

Road Tuning • Speed Tuning
Complete Service Dept.
610 TORRANCE BLVD.
REDONDO BEACH
FR. 2-8104

TOSS AWAY THAT ABACUS!

- Get the answers the easy way with T.S.D. rally tables.
- No knobs, dials, gadgets or gizmos. Read time, speed, distance directly from clear easy-to-read charts. The only rally tables that can also be used with decimal timers.

\$6.00 POSTPAID

TSD

Box 94

Mineola, N.Y.



Here's YOUR TROPHY WINNER for \$3027

OFFICIAL RESULTS FOR ELECTRON NO. 8019

FT. SUMNER, N. M., SEPT., 1957

1st in Class, 4th Overall—Under 1600cc

1st in Class, 4th Overall—All prod. cars

PHOENIX, ARIZ., DECEMBER, 1957

1st in Class, 4th Overall—Nov. und. 1600cc.

1st in Class, 4th Overall—Sen. und. 1600cc

New ELECTRON prices lowered to \$3277.

We are taking orders NOW for March-April delivery.

Send 10% with your order.

TOWN & TRACK of TUCSON

"Distributors of the Enthusiasts Sports Car"
(Formerly Wirkler Automotive Engineering)

3940 East Pima

Tucson, Ariz.

Ph. EA. 7-3354

SCCA, Cal Club Vow Harmony in '58

(Continued from Page 1)

One was a Las Vegas Rallye staged in conjunction with the Las Vegas Region on Feb. 14-15-16. The San Francisco, San Diego, Phoenix and Salt Lake groups also are tying in. The other was Palm Springs, Nov. 8-9.

Other known 1958 dates of interest to Pacific Coast drivers include the Guadalajara, Mexico, races on Feb. 8-9, the same date as Pomona, and the Hawaii races, May 9-10-11.

Two new courses are contemplated in No. Calif., and they may be utilized for the tentative dates listed in the 1958 schedule

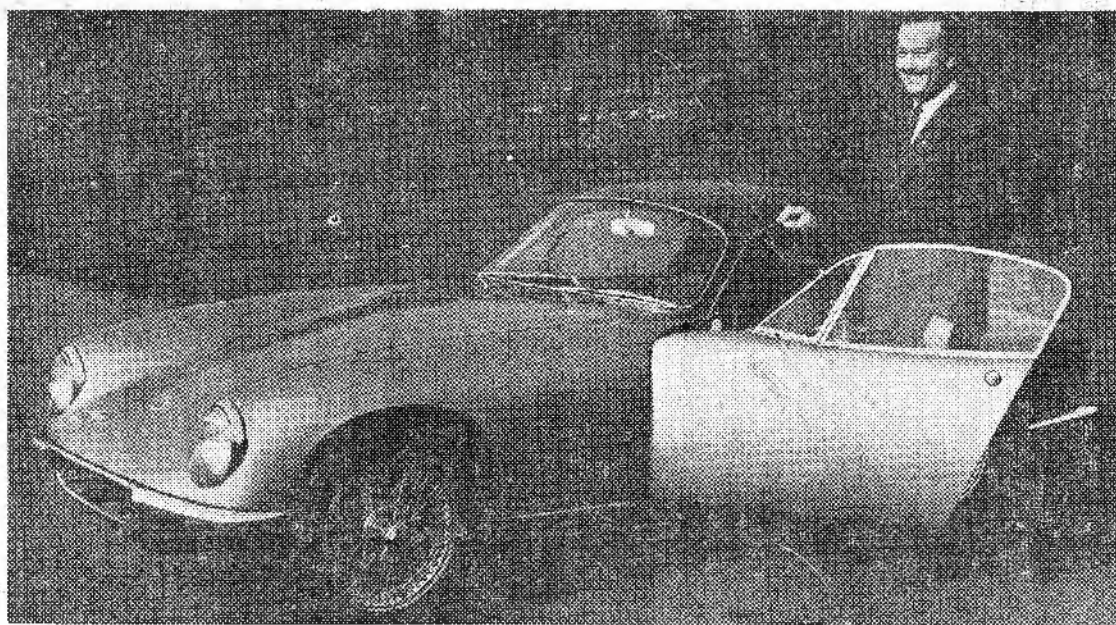
of the San Francisco Region of SCCA, which is as follows:

March 22-23, Stockton.
April 26-27, Sacramento (Tentative).
May 17-18, National rallye.
May 24-25, Santa Rosa (Tentative).
June 14-15, Laguna Seca (Pebble Beach).
Aug. 2-3, Arcata.
Aug. 31-Sept. 1, Open.
Sept. 13-14, Hoberg's Hillclimb combined with Sports Cars Unlimited.
Oct. 11-12, Open.
Nov. 8-9, Laguna Seca National (Pebble Beach).

Small Car Plans

Chrysler Corporation moguls are mulling over plans dealing with the firm's possible entry into the small car field. A comprehensive study is being made, according to L. L. Colbert, president.

He said a drop in consumer purchases of Detroit products is attributed to Russian satellites undermining the public's confidence, and pessimistic business forecasts.



SLEEK is the word for this beautiful new Lotus coupe. Its creator, Colin Chapman, stands alongside the machine, which was a big hit at the British Motor Show in Earl's Court.

—Chiff Emmich, Jr.

THIS IS YOUR MARKET PLACE

CLASSIFIED ADS

BUY, SELL, SWAP, HIRE HERE

SERVICES

SPORTS CAR INFORMATION CENTER—Quick and accurate information on "Where to buy it"—"Where to have it serviced"—details on current events, etc. Call EMpire 2-4157.

FREE! Unique new monthly photographic newspaper. Send your name and address to Box 44A, La Crescenta, Calif.

FIRESTONE SUPER SPORTS RACING TIRES
Foreign or domestic. All Sizes. Special Prices.
Ben or Dale, BR 2-3085 (L.A.)

POSITIONS WANTED

**Want flotsam?
I gotsam.
Like jetsam?
I can getsam.**

Hawaiian polished driftwood hopes for chance become usable. Mainland lumber. Can drive cane truck, sharp at typewriter, pub. rel. (news backgrounds). Owns helmet, gloves, sportsails. Hawaii competition license, has a few legends, will travel. Steady worker, driver, references. Reply Box 24B 7-11, Motoracing Classified, 4041 Marlton Ave., Los Angeles 8, Calif.

IT'S ME PIGLET, HELP HELP

Now at liberty. Canny writer, photographer, PRman, salesman, geologist, yacht navigator, archaeologist and seismologist. Call old WRCS at HO 4-1357. Have Safari hat; will travel.

HOW TO USE THE "NEW LOOK" WANT AD PAGE

TO PLACE AN AD:

BY PHONE: In Los Angeles call AXminster 2-0287. (This is the number for the Classified Dept. only). Ask for JOYCE BARNARD. **IN PERSON:** Come to 4041 Marlton Ave. in the Crenshaw Shopping Center, next to Barker's. (This address is for the Classified Dept. only).
BY MAIL: Send your ad to: Classified Dept., MOTORACING, 4041 Marlton Ave., Los Angeles 8, Calif.

RATES

Ads PER LINE, one time.
MINIMUM: 5 lines.
CONTRACTS: Apply for rates.
BOX NO.: Add 50c.
RE-RUNS: 2nd and 3rd times, less 10% each 4th and thereafter, less 15% each. Same copy.
HEADLINES: Etc. Large headlines, box borders and 2-column ads available at modest charge.
"POSITIONS WANTED": Less 15%, payable in advance.
AGENCY COMMISSION: 15% commission payable to accredited advertising agencies.

FOR SALE-EQUIPMENT

FERRARI Engine, 2 liter V-12. Completely overhauled, all accessories, generator, starter, 3-4 Barrel Webers, New clutch complete with 5 speed box. Johnny Hudson, 410 Naval Ave., Bremerton, Wash.

FLAME PROOF

Your cotton, silk, linen or wool suit with "OFFICIAL FLAME-PROOF CHEMICALS" No. 55. Flame retarding solution—can be applied by spraying or dipping. CARRIES THE STATE FIRE MARSHAL'S SEAL. Order Now! Be Safe! \$1.50 plus tax. JACK McAFEE, 13323 Ventura Bl., Sherman Oaks ST. 7-7066 or ST. 9-6351

Complete Set of

Hand Tools... Mostly metric & including micrometers, taps & dies. They belong to the late McKay Fraser. Prefer to sell as a lot but will break down. Ideal setup for a racing season. Tools can be seen by contacting Richie Ginter at Ferrari Representatives of Calif. 1767 N. Cahuenga Blvd., Hollywood 28, Calif. HO 9-4700.

VW Judson Supercharger. Oil included. \$100. Call Osborne 5-9370 after 4:30 p.m.

ANNOUNCEMENTS

WANTED
Introductions to Formula Three racing car enthusiasts. Send your name and address to 500 CC Club of America, 2708 Magnolia Blvd., Burbank, Calif., and receive free club news bulletin.

WANTED

LIKE HIM!
Like a T. C. I want.
Like 10 bills, I'll go.
Like it has to be—a cream puff.
Like later call me.
Like WOW
AT 1-9155

WEISS SAYINGS—"One day," Sam Weiss reflects, "I sat musing, dejected, friendless and discouraged when suddenly from out of the gloom came a voice saying, 'Cheer up, things could be worse.' So I cheered up, and sure enough, things got worse."

FOR SALE-CARS, ENGINES

VERY SANITARY 1949 M.G.T.C.

Completely rebuilt to stock spec. Exception-Crazy Ferrari steering wheel. Must sell or lose wife. Firm 18 bills will handle. Tommy Wilder, PO. 3-8910, State 9-7126.

100-S AUSTIN-HEALEY 3-1st-Place Trophies

Driven by Jim Parkinson. Owner Jack Boyle. Purchased new Sept., 1955. 4000 miles. Concourse condition. Make offer: Jim Parkinson, Burbank Sports Car Center, 507 S. San Fernando Rd., Burbank, Calif. TH 8-6601.

'56 PORSCHE CARRERA speedster. Immaculate condition. Lowest price Carrera in U.S. \$3275. Days, AN 3-2127, ext. 4, evcs. CR 6-4714.

FOR SALE CARS, ENGINES

We have for sale a NEW CARRERA SPEEDSTER. We are offering a good trade in on your present car. Storey-Ricketts, Volkswagen Porsche Dealer, 740 American Ave., Long Beach. HE 7-7489.

1956 MGA Red Competition Tuned DI. 8-4809

'56 PORSCHE 1600 Speedster. White; red int.; 1 owner, never raced. 17,000 mi. Exc. cond. Al Papp, 8611 Trask Ave., Playa Del Rey. EX 7-2214.

57 ALFA SPYDER Ready for Road or Concours

But I believe only a racer would want this car. Veloce head, race cams, many extras, including head, generator, gaskets, etc. Brand new hand lacquer inside and out. One of the hottest ALFAS in Southern Calif. 1620 Silverwood Terrace, L.A. 26. Call afternoons, NO. 3-7691.

1947 MG TC

\$400 in parts last year. Five almost-new tires. Motor runs. Needs ring job. Needs work on steering (naturally). Stored in Miami. Will sell for \$500 cash. You take care of shipping. Call W. R. C. Shedenheim, HO. 4-1557. (L.A.)

'55 PORSCHE 1500 Continental coupe. Brand new metallic brown lacquer w/ tan uphol. Blaupunkt AM & FM German radio. Sharp looking and top running. Denny Shutes, HI 6-3272 or HO 5-7975.

HAGEMANN, SPECIAL: Alum. body, tube frame, Alfai brakes, 6 Borrani wheels, trailer. New MG engine parts and gearbox for buyer to sell. Mechanic will change to E class for buyer with TR parts at whole. \$1,500 firm. Dr. St. John, 8939 La Mesa Bl., La Mesa

NEW PORSCHE GRAN TURISMO SPEEDSTER available

Factory set up for racing. Also other Normal and Super '58 Speedsters. Michelson Motors, 6957 Reseda Blvd., Reseda, Cal. Dickens 4-7187.

WANT A NEW CAR BUT CAN'T AFFORD ONE?

My 1955 Porsche Super Speedster should please you. White with red leather, clean as new. New tires, engine just checked out in detail, all mechanicals excellent. You won't find a better one for \$2750. Must sell before my Carrera arrives. Private party: Call Rex Denison, Poplar 3-3414, 5730 Fair Ave., North Hollywood, Calif.

FOR SALE-CARS, ENGINES

FIAT IN BURBANK
ITALIANO MOTORS
317 N. Victory
Burbank TH 2-2192

ARROWHEAD FCC. Master's Rallye, Orange Bowl, Foothill Blvd., Rialto, 1 p.m.

COOPER-NORTON formula III, 1957 car and trailer, 6 months old. \$2800, cost \$4000. Short stroke Norton. Spares. E. Puppuldy, 127 Lillian Ave., Freeport, New York.

MARK XI Lotus 1100 LeMans and Trailer. Many extras—tires, wheels, gear ratios. \$4500. Reply Box 24B653, 4041 Marlton Ave., L.A. 8, Calif.

NEW YEAR'S SPECIAL! 500 S. Kurtis

Buick engine, Balchowsky installed with Jag transmission, Halibrand rear end, roll bar, fresh for '58 season.

\$2800.00

Phone Tucson, Arizona. Main 2-6485 or AX 8-1095. Alexander Budurin, 2300 E. Broadway, Tucson, Arizona.

I WANT TO GO FASTER—MUST SELL TO BUY SPYDER. Late 1955 Porsche 1600 Super Speedster. Red w/black uphol. Custom 1 speaker radio. Full Tonneau. Only 10,000 miles by original owner. Has won 7 firsts in concours. Prepared for racing. Brand new Michelin X tires. Many extra goodies. Call Betty Shutes, HO 5-7975, or Hillcrest 6-3272.

FOR SALE CARS, ENGINES

'54 PORSCHE Cpe. 1500. Acc. damage. Super access. incl. Telefunken. Gearbox, body & suspension solid. Suspect engine work consists of repl. broken con. rod. Mechanic's dream. Make offer. PO. 6-4464.

MG TD Ready for racing—Only one race since engine overhaul. 3 races six trophies. Sell or trade plus cash for Porsche 1600. F. Newman, 10636 Ohio Ave., L.A. 24. Calif. GR 7-3778.

VICTRESS FIBER glass sports car. Olds engine & hydro. Rolled & plated upholstery. Tonneau cover. New 3.54 to 1 rear end. Asking \$1,595. Home after 5 p.m. or week-ends. N. W. Foster, 224 Ellsworth, Anaheim, Calif.

FERRARI 3.5, 12-cylinder. Imported August 1, 1957. 320 Horsepower. Engine and Gear Box just majored by Chinetti. Trades accepted. J. A. Kilborn, P.O. Box. No. 1229, Decatur, Illinois.

FERRARI 1953 2 litre Vignale Roadster. Five speed Box. 3-4 barrel Webers. Motor, clutch Overhauled. Paint upholstery concours condition. Docile in traffic. Terrific Performance. Trade acceptable. Make offer. Johnny Hudson, 410 Naval Ave., Bremerton, Wash.

FERRARI MONZA—Fastest Monza in U. S. Ex-Phil Hill car. Eng. just rehit. Excel. shape. Tires, trlr., many spare parts. Will consider trade. J. Belle-siles, 19512 Shirley Court, Tazana, Dickens 4-7917.

PORSCHE 550 RS

Driven by little old lady who never finished better than 3rd. Raced at Montgomery, Elkhart and Caracas only. All body damage from latter completely repaired. Will paint it your color. No spares. Price is high but so is demand. RSs are rare!

Denise McCluggage, 11 Cornelia, New York 14, Chelsea 2-7207

MG-TC V8-60 Modified engine. Ford rear axle, 16" wheels. New paint. A-1 shape. \$1295. 0156 Friske St., Pacific Palisades, Cal. EX 5-0667.

FOR SALE-CARS, ENGINES

FRAZER NASH TARGA FLORIO
One off, built for '54 London Motor Show. Tube frame, alum. body, 4-cyl. 2.61 BMC motor. Top and side curtains. \$2000 or trade. 270 Polhemus, Atherton.

EX 80 Jag

Body & frame available as unit or bit piece. Also engine good-ies, all in very good to excellent condition. JIM MATTHEWS, SCIC. EMpire 2-4157.

COOPER-CLIMAX-1100cc. Fastest "G" on coast. 90-HP, fuel injection, balanced, overhauled, new paint. Spares, gearbox, pistons, etc. \$3995 cash. Trade or sell less engine. R. W. Ormsbee, 149-34 N. Seattle 2, Wash. MI 7278.

Arnolt Bristol

Roadster, 2-litre, 10,000 miles. \$3000. Bob Collins, 6530 DeLongpre, Hollywood, evcs. HO 9-3764.

BEAUTY and performance personified. TALBOT LAGO Gran Sport. Ready to race. Will accept reasonable offer. Terry Hall, 657 N. Vermont, L. A. 4. HO 4-3216.

1950 MARK V Jaguar 4-dr. Sun roof. Right hand drive. Engine rebored & completely rebuilt with steel connecting rods; Heppolite pistons, new rod & main bearings, new clutch. All bumpers rechromed. New black paint job. Car completely reupholstered, new head lining & carpets. Woodwork refinished. New tires. Wife in hospital, must sell. Mike Day, Liberty 8-6519. Hubbard Imports, 2137 Harbor, Costa Mesa.

1956 AUSTIN HEALEY Red with black fiber glass top. Very good shape with some extras. \$2400. Week days after 6 p.m. UN 4-9779.

MG-TC 49-1250cc 10/IC. R. Full racing mods. Bucket seats. Cycle fenders. Alloy hood. Ten wheels. Original body parts ok. \$800. FIRM. J. C. Lecuyer, 705 Guy Ave., St. Eustache S. L. Lac P.Q., Canada.

MOTORACING WRITE YOUR OWN WANT AD

(Read instructions and Rates on this Page)

SIGNATURE.....Phone No.....
NAME.....
ADDRESS.....
CITY.....ZONE.....STATE.....
Do you want a blind box number? ☐ Estimated payment enclosed ☐
Please bill me ☐ Run for.....issues.
Do you want us to dress up your Want Ad with larger headlines, white space, borders, etc.?.....If so, indicate about how much space you wish us to use.....

MAIL THIS COUPON TO: CLASSIFIED DEPARTMENT
MOTORACING, 4041 MARLTON AVE., LOS ANGELES 8, CALIF. AXminster 2-0287

MOTORACING SOUVENIR PHOTOS

SET OF 8 PHOTOS 5"X7" ONLY \$4

**Now Available for Most Races Held on the
West Coast, Mexico and Hawaii During 1957**

**Set of PEBBLE BEACH
SCCA National Races
Includes Photos of:**

• Pete Lovely (Ferrari) • John von Neumann (Ferrari) • Paul O'Shea (Mercedes-Benz) • Carroll Shelby (Maserati) • Sam Weiss (Porsche) • Jack McAfee (Porsche) • Skip Hudson (Porsche) • Eldon Beagle (Porsche).

**Set of PALM SPRINGS
SCCA National Races
Includes Photos of:**

Shelby (Maserati) • Max Balchowsky (Buick Spl.) • Lovely (Ferrari) • Richie Ginther (Ferrari) • O'Shea (Mercedes-Benz) • Pat Pigott (Lotus) • McAfee (Porsche) • Bob Drake (Ferrari).

RIVERSIDE SET—Shelby, Dan Gurney (Ferrari), Masten Gregory (Maserati), Walt Hansgen (D-Jaguar), Ruth Levy (Porsche), McAfee, Jerry Austin (Corvette), Drake (Aston-Martin).

SOUVENIR SETS ALSO AVAILABLE FOR RACES AT

Pomona, San Diego, Santa Barbara, Paramount, Hawaii, Santa Rosa, Cotati, Arcata, Riverside (showing the 15-year-old Mexican Porsche RS phenom, Ricardo Rodriguez, Avandaro, Torreon, Mex., \$24,000 Mexico Rallye and Nassau.

SOUVENIR PHOTO SETS AVAILABLE FROM MOTORACING

Please Send Remittance with Order — \$4 each set

MOTORACING — 725 No. Western Ave., Los Angeles 29.